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# The China Mail

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TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/3 7/8.



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HONG KONG, THURSDAY, AUGUST 21, 1930.

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## AUSSIES' GREAT TOTAL

### RECORDS FOR BRADMAN

#### PEEBLES ONLY BOWLER TO CAUSE TROUBLE

#### JACK HOBBS OUT

England, after the fourth day's play, are in a very bad position. The Australians gained a lead of 290 runs on the first innings and then captured one wicket for 24 runs, thus setting England the task of scoring 266 runs to avoid the innings' defeat.

It came as no surprise when Bradman broke two records. It is now almost expected of him in every match he plays. Peebles, the young 'Varsity bowler, was the only one to cause him any anxiety, and considering the long stretches of bowling he undertook he came out with extraordinarily good figures. In fact, it might almost be said that he was the one-man attack.

#### ENGLAND'S GREAT TASK

London, Yesterday. The weather at the Oval was to-day cold and cheerless with bright sunny intervals.

Don Bradman in his mechanical manner was unperturbed by any of the bowlers and shattered record after record during his stay at the wicket.

Bradman and Jackson continued batting in faultless style and added a further 103 runs for the 4th wicket before Jackson was caught off a skier at extra-cover. Included in Jackson's total were eight 4's, and in an indifferent innings, concentrated defence was the main characteristic. The 4th wicket had added 243 runs, thus breaking a record dating back to 1896 when S. Gregory and Trott put on 221 at Lord's.

McCabe joined Bradman at the wicket and the pair remained together until the luncheon interval when the score stood at 551-4-73.

On the resumption Larwood and Tate opened the attack. McCabe batted brilliantly and cut both bowlers to the ropes.

Larwood, who was bowling faster with the wind, then induced Bradman to edge a delivery into Duckworth's hands.

Bradman played a masterly innings, although he was very subdued at times by Peebles. Sixteen 4's were included in his delightful all-round knock. He remained at the wicket long enough to break two records. By scoring 232 he easily passed the record aggregate in a Test rubber—905 by Hammond in 1928-9. And with Jackson he established a new record partnership for the 4th wicket.

McCabe completed his half century in 70 minutes but was taken at the wicket off Hammond at 594. He played an attractive innings which included nine 4's. After batting steadily for 34 Oldfield was caught after helping to add 76 for the 7th wicket. Four 4's were included in his innings.

Fairfax and Grimmett were together at the tea interval with the score reading 676-7-54. After the interval Grimmett showed no signs of a tail-end and confidently played the bowling of Larwood. The score, however, had only been advanced to 684 when Grimmett stepped in front of a straight one from Peebles. Wall did not stay long—retiring in the same over and in the same manner as Grimmett without further addition.

Fairfax completed his first half century in Test cricket and the innings came to a close when Hornibrook was snapped up at the wicket off Tate.

Peebles was the only bowler to cause the Australians any anxiety and his figures are extremely good considering the number of overs that he bowled.

There was a rude shock awaiting England when Hobbs and Sutcliffe went out to bat at the large deficit. Hobbs was bowled

Scores:—

ENGLAND—First Innings.

Hobbs, c Kippax, b Wall	47
Sutcliffe, c Oldfield, b Fairfax	161
Whysall, lb.w., b Wall	13
K. S. Dulcepsinhji, c Fairfax, b Grimmett	50
Hammond, b McCabe	13
Leyland, b Grimmett	3
It. E. S. Wyatt, c Oldfield, b Fairfax	64
Tate, st. Oldfield, b Grimmett	10
Larwood, lb.w., b Grimmett	19
Duckworth, b Fairfax	3
I. A. R. Peebles, not out	3
Extras	19

Total 405

Fall of Wickets.

1	2	3	4	5
68	97	162	190	197
6	7	8	9	10

367 379 379 391 405

Bowling Analysis.

O.	M.	R.	W.
Wall	37	6	96
Fairfax	31	9	52
Grimmett	66.2	18	135
McCabe	22	4	49
Hornibrook	15	1	54

—Second Innings.

Hobbs, b Fairfax	9
Sutcliffe, not out	8
Whysall, not out	6
Extras	1

Total (for 1 wkt.) 24

AUSTRALIA—First Innings.

W. M. Woodfull, c Duckworth, b Peebles	54
W. H. Ponsford, b Peebles	110
D. G. Bradman, c Duckworth, b Larwood	232
A. F. Kippax, c Wyatt, b Peebles	28
A. Jackson, c Sutcliffe, b Wyatt	73
S. McCabe, c Duckworth, b Hammond	54
W. A. Oldfield, c Larwood, b Peebles	34
A. G. Fairfax, not out	53
C. V. Grimmett, lb.w., b Peebles	6
T. Wall, lb.w., b Peebles	0
Hornibrook, c Duckworth, b Tate	7
Extras	44

Total 695

Fall of Wickets.

1	2	3	4	5
159	190	263	506	570
6	7	8	9	10

594 670 684 684 695

Bowling Analysis.

O.	M.	R.	W.
Larwood	48	6	182
Tate	65.1	12	153
Peebles	71	8	204
Wyatt	13	1	58
Hammond	12	1	70
Leyland	16	2	54

### R.101 PREPARES FOR FLIGHT TO INDIA.

Hope to Dispense With Petrol in the Tropics.

#### SPECIAL WOOD PROPELLER

Rugby, Yesterday. When the airship R101 is taken out for her trial before leaving for India, her gross lift will be about 172 tons, as compared with the 156 tons of the R100. She will have gained an extra lift of 15 tons by the insertion of an extra bay, and a further 6 tons by various modifications. One compression ignition starting engine has also been obtained to take the place of one of the petrol engines hitherto used. If it is a success four others will be obtained for the remaining engine cars, and then the R101 will carry no fuel but heavy oil.

It is the aim of the Airship Department to do without petrol, particularly for the voyage in the tropics. One other improvement may yet be completed before the ship sails. It is believed that the problem has been solved of making one of the engines reversible without losing any power, and a special wood propeller is now being made for fitting to this engine. Success in this respect will allow the ship to use all her engines instead of reserving one for going astern in case of emergency.—British Wireless Service.

### HEAT OF TEMPER.

#### LEADS TO BEATING OF A GIRL.

#### MOTHER BOUND OVER.

The case in which a Chinese woman was remanded on Tuesday on a charge of assaulting an 11-year-old girl was concluded before Mr. T. S. Whyte-Smith to-day.

The woman beat the girl with firewood inflicting numerous injuries. She was remanded because she claimed that the girl was her daughter. Out of consideration for the girl's future welfare, therefore, the Magistrate hesitated to impose a penalty because the S.C.A. was unable to disprove the woman's claim and, therefore, they had no power to take the girl from her custody. He wanted the S.C.A. to be consulted on the matter.

This morning the Police Sergeant attached to the Secretariat reported that after consideration Mr. A. E. Wood had given instructions to ask for a nominal penalty, as there was no doubt that the girl would have to be returned to the woman.

Magistrate: In that case I had better bind her over. Otherwise she would blame the girl for the fine.

To the woman: Will you undertake to treat the girl better in future?—Yes.

It is very cruel to beat her in that way, you know?—I did it in the heat of temper.

Well, you must not lose your temper like that. I will bind you over in the sum of \$200 to be of good behaviour for one year.

### HAICHING VICTIM.

#### GOVERNMENT'S KINDLY ACTION.

The China Mail learns that a memorial stone will be erected over the grave of Mr. K. F. Woodward, third officer of the s.s. Haiching, who was killed in the attempted piracy of December 8 last.

The stone will be erected at the expense of the Government.

### TEST CRICKETER DEAD.

#### Member of First Team to England.

Sydney, Yesterday. Charles Bannerman, a member of the first Australian Test team to visit England in 1880, died to-day at the age of 79. He scored 165 not out against England at Melbourne, in the 1876-7 season.

### LIABLE TO BE SHOT AT AERODROME.

Woman Disregards a Warning.

#### EXTRAORDINARY BEHAVIOUR.

When a Chinese woman was charged before Mr. T. S. Whyte-Smith to-day with trespassing on the grounds of the Kai Tak aerodrome, his Worship remarked that it was rather curious to bring the charge under the Defence Sketching Prevention Ordinance.

Sub-inspector Elston said that that was the only Ordinance that they could charge the accused under. It covered Navy and Army establishments, and the Royal Air Force, he suggested, would naturally come under the provisions of the Ordinance.

The Magistrate said that it looked to him as if the Ordinance must now be amended to include the R.A.F. But, of course, this was a very technical point, and he could proceed with the case.

Inspector Elston: The aerodrome was originally taken by the Navy.

Speaking on the scope of the Ordinance, the Inspector said that he thought that the military assumption was that anyone who was found trespassing was there for the purpose of sketching.

Magistrate: I have no doubt that she was not there for the purpose of sketching.

The woman refused to plead, and her behaviour in the dock was strange.

Inspector Elston then asked for a week's remand, saying that in view of the woman's extraordinary behaviour he would like to place her under observation. He added that the woman had trespassed at the aerodrome once before and had been warned off but took no notice. She was liable to be shot if she disregarded any challenge.

The Magistrate agreed to remand the woman for a week, and directed the Inspector to ask the Prison authorities to keep her under observation.

### FERRY AND JUNK.

#### TALE OF A TICKET COLLECTOR.

#### "OUT OF GENEROSITY."

The case in which To So-tai, coxswain of the Cheung Chau ferry launch Sun Tai, is charged with failing to render assistance to the occupants of a junk which is alleged to have run into the launch on July 24, was continued at the Marine Court this morning, before Commander J. B. Nevill, D.S.O., R.N.

Mr. Hin-shing Lo called the defendant into the box to give his version of the affair, after which Li Kwok-tin, who stated that he was in control of the company's men, was called.

Witness said that he had been employed by the ferry company since November, 1926. The offices were on the fifth floor of the China Building.

Asked if he knew a man called Wong Kee, witness said he did. Wong Kee was not employed by the company as a collector. When Wong Kee had told the Court so, he had told an untruth. Another man who had been mentioned, Wong Ping, was an uncle of Wong Kee.

Wong Ping merely sold fruits on board the launches, both the Sun Chow and Sun Tai.

"Didn't Know That." Mr. Somerset Fitzroy then cross-examined witness, and put it to him that the man Wong Kee had actually been collecting tickets on one of the launches that very morning.

Witness: I don't know who told him to do that.

Mr. Fitzroy: The fact is, you don't know who is collecting tickets. You pay someone for the job, and you don't care who does it.

Witness said he knew nothing about Wong Kee collecting tickets, and reiterated that the man had never worked for the company.

Mr. Fitzroy: Apparently he is doing the thing entirely out of generosity.

Mr. Fitzroy went on to ask if anyone on the staff of the launches had paid anything for their "privileges." Witness said they had not.

The case was adjourned until 2.15 p.m. Mr. Hin-shing Lo intimating that he would have two or three more witnesses to call.

### CHILDREN IN RIOT

INDIAN BOYS & GIRLS IN LATHI CHARGE.

#### FUTURE OF INDIA

#### SCATHING SPEECH BY MR. CHURCHILL.

Ahmedabad, Yesterday.

Nine women and 20 boys, including Mruducia Ben, daughter of the millionaire mill owner, Sethabhai Sarabhar, and Khurshed Ben, and grand daughter of the late Dadabhai Naoroji, a former M.P., were arrested and 100 persons injured during a Police lathi charge of a crowd in front of a Government girls' school, where girl students attempted to hoist the National flag in defiance of the authorities.

"Confusion Certain." London, Yesterday.

The conviction that the result of the Indian round table conference will almost certainly be confusion worse than confounded was recorded by Mr. Winston Churchill in a speech at Minister, Kent, in the course of which he strongly criticised the Government's record, especially in the handling of Indian affairs.

Mr. Churchill referred to the outset to the North West Frontier and declared that the Afridi invasion marked the lowest ebb hitherto of British authority in India. He said that it almost seemed as if the same spirit of defeatism in high places which was rapidly throwing India into chaos, has paralysed military action in Peshawar.

Mr. Churchill described the "absolutely foolish" exclusion of Sir John Simon from the round table conference, in the hope of placating the "malevolent fanatic," Gandhi.

Mr. Churchill concluded that no proposal for Dominion status in India would pass even the present House of Commons.

Referring to Egypt, Mr. Churchill said that the Foreign Office, by a continual interference in Egyptian affairs, seemed endeavouring to produce an impossible situation. "One would almost think that they are trying to breed civil war in Egypt as you might breed serpents at the Zoo."

### Hostile Tribesmen.

Simla, Yesterday.

An official report states that the conditions in Peshawar district have greatly improved. The Afridis are believed to have dispersed, and the district is clear of hostile tribesmen, but the situation among the Mohmands, where Haji of Turangai is active, gives cause for anxiety.

### Europeans Confer.

Calcutta, Yesterday.

The European community forsook their normal political apathy to-day and packed the New Empire Theatre to discuss some conflicting resolutions, the first of which had considerable support, advocating the repeal of Government of India Act of 1919, and a reversion to a modified form of the Morley Minto reforms of 1909. The second was an official resolution generally approving of the Simon Report.

The speeches revealed a sharp division and a show of hands apparently rejected the second resolution, but the theatre was required for a performance and as there was no time to take the count the meeting adjourned to August 22.—Reuter.

### Impudent Offer.

Bombay, Yesterday.

The Boycott Committee of Bombay Congress has offered to remove its ban on European managed mills, the conditions including 76 per cent capital, two-thirds directorate, and that all the staff except in special cases must be Indian.—Reuter.

### SONS AND FATHER'S ESTATE.

14 Millions Profit Paid Out.

#### PRAYA LAND DEAL.

Some interesting sidelights were thrown on the administration of a Chinese estate this morning in the Supreme Court, before Sir Joseph H. Kemp, K.C., on the resumption of the case in which Lau Yick-chau, administrator of the estate of Lau Ping (his father) sues his sister-in-law, Lau Lam Shi, who is the executrix of the will of Lau Yu-fong (plaintiff's elder brother).

Mr. H. G. Sheldon, instructed by Messrs. Wilkinson and Grist, is appearing for the plaintiff, while the defendant is represented by Mr. Eldon Potter, K.C., and Mr. F. C. Jenkin, who are instructed by Mr. A. el Arculli.

The dispute centres over a land deal in the Praya East reclamation. Lau Ping, who was the father of the four Laus, now figuring in the case, died in 1898, leaving a colossal property in the Colony. The sons administered the estate, and when the defendant's husband died, he appointed his wife sole executrix and beneficiary under his will. During his life-time certain properties were bought, and the plaintiff now sues for a declaration from the defendant that one of these landed properties were bought out of money from the estate.

Who is the Villain? Cross-examining the plaintiff this morning, Mr. Potter asked if he knew that the defendant was the sole beneficiary under her husband's will. Witness replied that he did not know.

Mr. Potter: Is this true? Please don't display your ignorance like that. Do you say this on your oath?—Under my oath, I am not prepared to say that she is the sole beneficiary.

What, don't you even know that your brother left a will?—I know that there was a will, but I do not know the contents.

Wasn't the will read to you?—Yes, but I can't remember. It was so long ago.

I put it to you that what you said is untrue. The will was only a few lines, and you are telling an absolute falsehood, deny it if you like?—It was read out to me saying that she was the sole beneficiary.

Since the death of your brother this lady has not received a penny from the Lau Kwong Yue 'Tong' or even the Kwan Yuen firm?—That is so.

Arrested in Shanghai. You are also aware that she was arrested last August in Canton?—I was in Shanghai.

On your oath do you say that you have not even heard of it?—Oh, yes, I heard that she was arrested.

And that she was arrested on information supplied by your brother, K. C. Lau?—I have no knowledge of that.

At this stage, Mr. Potter told

the Royal Observatory's weather report to-day states: The depression or typhoon to the North of Ishigami appears to have filled up.

Depressions are central to the West of Shanghai and over Tongking.

Forecast:—S.W. or variable winds, moderate; generally overcast; occasional rain.

The American Consulate General received the following telegram from the Manila Observatory at 11.55 a.m. to-day: Cyclone or typhoon north of Melacosa filling up.

Rainfall. Rainfall to 10 a.m. to-day 2.39 inches. Rainfall since January 1, 64.85 inches against an average of 61.95 inches.

Temperature and Humidity. The temperature and humidity at certain specified centres this morning at 6 o'clock were:—

	Temp.	Humid.
Hong Kong	83	84
Macao	82	84
Pratas Island	81	68
Manila	81	84
Poonchow	76	56
Amoy	81	82
Swatow	78	82
Chafco	77	80
Shanghai	77	80

The Boycott Committee of Bombay Congress has offered to remove its ban on European managed mills, the conditions including 76 per cent capital, two-thirds directorate, and that all the staff except in special cases must be Indian.—Reuter.

### COASTAL OFFICERS SALARIES.

Precise Terms of Increases.

#### BIG COMPANIES AGREE.

In connection with the reported increase of salaries of officers and engineers on the China Coast, as exclusively announced in the China Mail of August 8, it is now learned that both Messrs. Jardine, Matheson & Co., Ltd., and the China Navigation Co., Ltd., agreed to changing the basis of salaries.

The rates are fixed at one-half at 1/6 to the dollar, and one-half at current rates, the arrangement to continue for a period of six months, after which the position will be reconsidered, unless earlier examination is made necessary by an appreciation of the dollar to 1/9.

It is understood that the combined China Coast Officers' Guild and Marine Engineers' Guild of China accepted the offer, which came into effect as from July 1.

With regard to the Kailan Mining Administration, who remunerated members on the same basis as the other two companies, it is understood, they have been approached with a view to similar action.

his Lordship that he was trying to establish the villain in the case. "This people here try to make the poor woman out as the villain and yet all the time they were up in arms against her," Counsel added.

Mr. Sheldon: Who do you mean by "this people"? What K. C. Lau did has nothing to do with the witness. (Turning to his Lordship) My Lord, I object to this question very strongly on the ground of irrelevancy.

Mr. Potter: K. C. Lau is his brother and holds his power of attorney. I am not trying to vilify anybody.

His Lordship: I will note the objection.

Mr. Potter (to witness): You mean to say that you have never ascertained the reason why your sister-in-law was arrested?—K. C. Lau told me when I came back.

Did he not say that she was arrested on his information?—No. And he is your attorney?—Yes.

Reason for Arrest. And always has been when you are out of the Colony?—Yes.

Did he tell you why she was arrested?—He said that she was arrested in connection with Lau Ping's estate.

But the charge was that she had embezzled millions out of the Lau Ping estate?—As a matter of fact Lau Ye-fong, her husband, had overdrawn large sums from the estate?

Please remember that the charge against her was that she had embezzled large sums of money out of the estate?—I don't know. She was in jail for a considerable period and then the judicial authorities released her. How she got her discharge I don't know.

Counsel then questioned witness over the land bought from Messrs. Jardine, Matheson & Co. He reminded him that the purchase price was over three lakhs, but only a sum of \$30,000 was paid as bargain money; the remaining three lakhs were held as mortgage.—Witness replied that that was the case.

To Swell Father's Estate. Asked if that was a wise policy, witness said that they did it in order to swell the father's estate. They thought that they could sell the land for more money, and in that way they would get a profit after paying off the mortgage.

By his father's estate, he meant that any money left by his father in the Lau Kwong Yue Tong firm, which business was managed by himself and another brother and two of the Laus, was money belonging to the estate. The land in question was bought out of that money. Since his father's death in 1898, the firm had paid out fourteen million dollars in profits. These profits were divided among the four sons.

The case is proceeding.







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Teak Hatstands, Glass Cabinets, Chesterside Couches and Armchairs, Desks, Gramophones and Records, Pictures, Ornaments, Curios, Vases, Flower Pots, Table Fans, Carpets, Rugs, Pianos, Wardrobe Trunks, etc., etc.  
Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Waggon, Glass Chest, Dinner Crockery, Glass Ware, Adding Machines, Kitchen Utensils, Stoves, Bookcase, Brass Ware, Cabin Trunks, etc., etc.  
Teak and Brass Bedsteads, Wardrobes with Bevelled Mirrors, Dressing Tables, Chest of Drawers, etc., etc.

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Auctioneers.  
Hong Kong, August 18, 1930.

THE Undersigned have received instructions from the Executrix of the Estate of the late Mrs. Brotherton Harker to sell by Public Auction,

ON  
MONDAY and TUESDAY,  
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Hong Kong, August 18, 1930.

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One Steam Launch "Seagull" lying off the Godowns.  
One Locomotive Boiler.  
One Stationary Steam Crane (Smith's Lead), 5 Tons 18' Radius.  
On View from K.M. Lot 49.  
Terms:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.  
Hong Kong, August 18, 1930.

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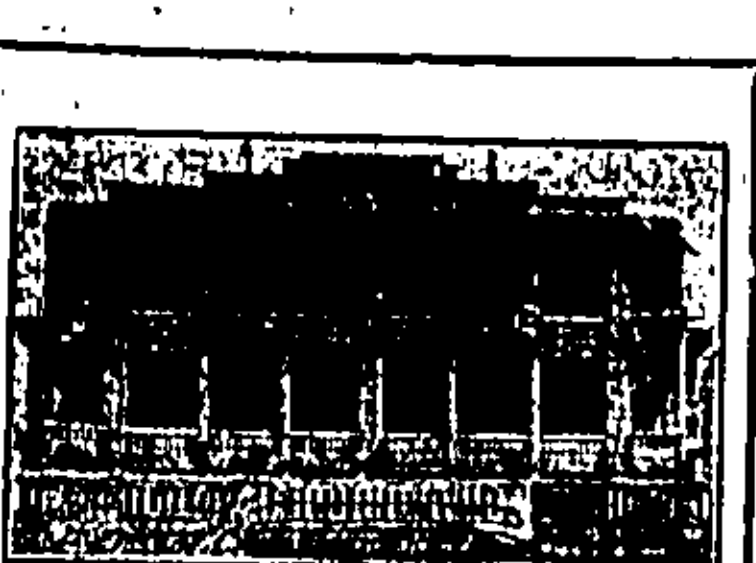
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**GENERAL NOTICES****HONG KONG REALTY & TRUST  
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**AN INTERIM DIVIDEND** of Thirty Cents per Share, in respect of the year 1930, will be payable on THURSDAY, the 4th September, 1930, on which date Dividend Warrants may be obtained on application at the Company's Office, Exchange Building. The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 28th August, 1930, to WEDNESDAY, the 3rd September, 1930 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
C. F. V. RIBEIRO,  
Acting Secretary.  
Hong Kong, 9th August, 1930.

**NOTICE.**

SOME of the Shareholders of the Hong Kong Realty and Trust Co., Ltd. have prepared a Requisition to be made to the Directors for convening a Meeting to pass certain important Resolutions affecting the Company.

Any shareholder desiring to see or sign the Requisition should apply personally to the undersigned during office hours when full particulars will be gladly supplied.

Hong Kong Shareholders' Association.

O. F. RIBEIRO,  
Hon. Secretary.  
1st floor, Bank of East Asia Building,  
10, Des Voeux Road,  
Hong Kong, 20 August, 1930.

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**YESTERDAY'S SOLUTION**

DIAGONAL CLARUS  
LEAN OTTO GATZ  
ART GRUBBS TIR  
RY POISSON HIE  
E POEST TIL D  
BIEBS O BURIG  
CHARTS COBRIAT  
KRIEHL O ABETS  
A SO BAR LIG  
IT NARRATE ME  
DON TANNIS BEE  
PRICE TEN REAP  
NETTIE ELANTS

**WHAT FRANCE HAS  
DONE FOR MAN.**

Why She Deserves  
Honour.

**LIST OF REASONS.**

Paris, July 15.  
Fifty million Frenchmen can't be wrong—even if there isn't that many Frenchmen in France—for just about everything worthwhile in the world is the child of a French brain, boasts a recent edition of the popular magazine "Vu."

In a gorgeous edition commemorating the centenary of the present French tri-colour, "Vu" presents a series of articles showing that modern civilization just wouldn't be modern if French genius had not made so many valuable contributions.

Among the honours and inventions which "Vu" lists to France's glory roll are the following:

- (1) The world's best colonies those in North Africa;
  - (2) The first air machines to leave the ground, Clement Adler's clumsy artificial bird which left the ground on October 14, 1897;
  - (3) The greatest armed concrete arch, uniting Brest with the nearby island of Plougastel;
  - (4) The greatest aviation hangar at Orly;
  - (5) The greatest lighthouse, at Mont Afrique, near Dijon;
  - (6) The most powerful projector, installed at Suresnes;
  - (7) The fastest war ships in the world;
  - (8) The best wine in the world;
  - (9) The fastest train in the world, serving Paris-Liege;
  - (10) The most beautiful and seductive women in the world;
  - (11) The best dressmakers in the world;
  - (12) The first motion picture which functioned was French;
  - (13) The first talkie was produced in France in 1910 by Leon Gaumont;
  - (14) France has the best cooking in the world;
  - (15) France is the best place in the world to live.
- Fully convinced that their best is superlative to anything anywhere else in the world, 15 articles accompany France's 15 world triumphs, and the whole edition is concluded with a reprint from France's national song, "La Marseillaise."—United Press.

**AMUSEMENT  
NEWS**

QUEEN'S present Glen Tyron in "Dames Ahoy!" The plot deals with the search of three gobs, on shore leave, for a designing blonde who is drawing half the pay of one of their number, played by Harlan. The strawberry mark on her leg is the only means of identification. As a result of the search, Tyron, unaware of what he is doing, wins a dance contest entitling him to \$500, a bungalow and a bride. A talkie film.

CENTRAL features Buddy Rogers and Nancy Carroll in "Illusion," a picture featuring Nancy Carroll in the role of a partner in a magician act. She allows herself to be exposed to the fire of four rifles. An excellent picture with three big song hits. A talkie film.

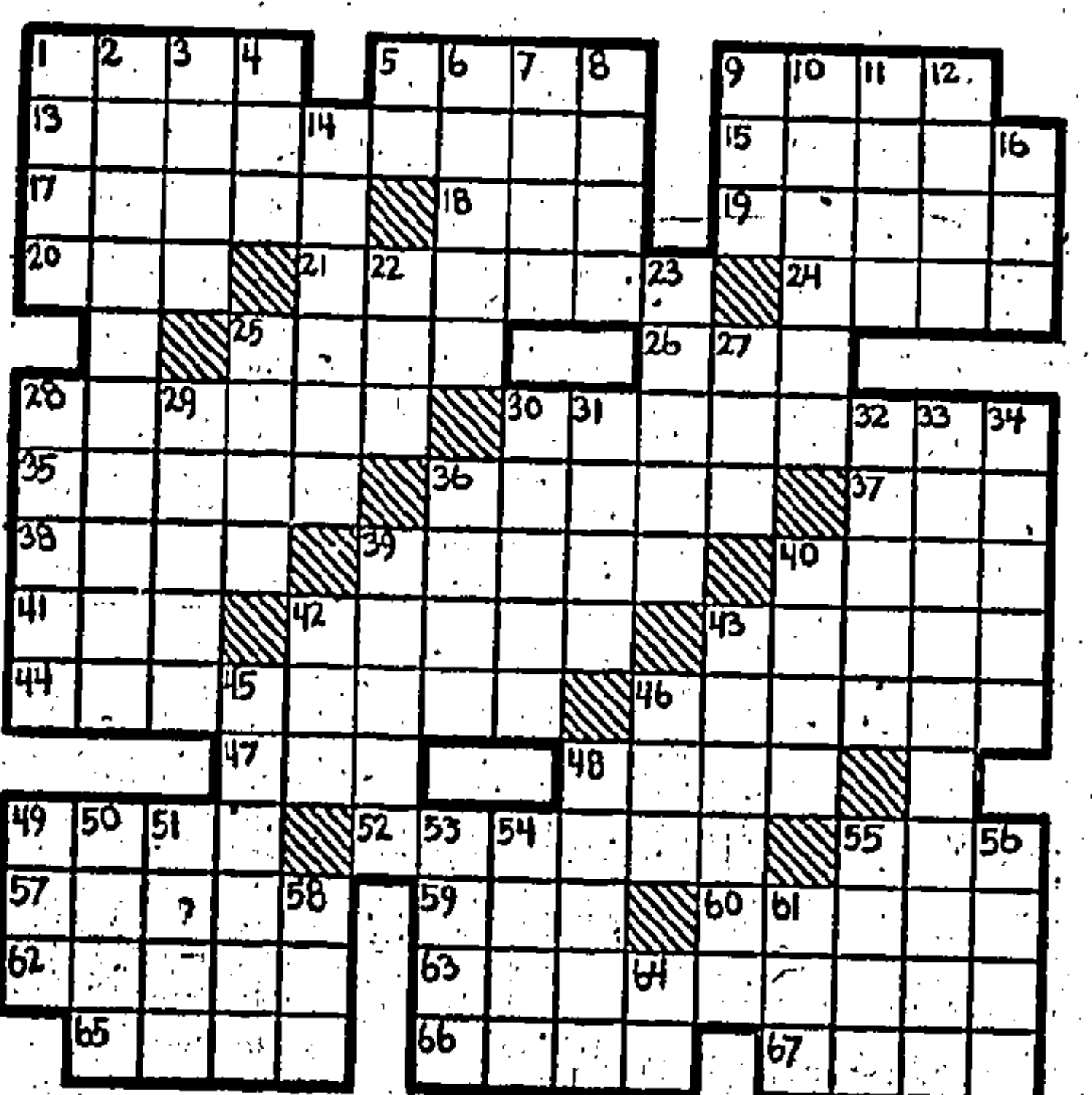
MAJESTIC again presents Gary Cooper and Fay Wray in "The Legion of the Condemned," a Paramount picture. A rival picture to "Wings" and another glimpse of the War from the cockpit make this film one of the best seen out here. The photography is good and the story fantastical. A silent film.

STAR features Bebe Daniels in "Senorita." The story is a rollicking romantic comedy of love and adventure in South America. Bebe, herself, is in the role of a North American girl of Spanish ancestry who visits her paternal grandfather at the ancestral home in South America. Upon her arrival she learns that her grandfather has always understood her to be a boy and that for her to appear in other guise would break his old heart. With characteristic impulsiveness she masquerades as a dashing Spanish caballero and appears to her grandfather in that guise. Situation follows situation in bewildering sequence. A silent film.

WORLD presents Conrad Nagel and Dolores Costello in "The Redempting Sin," Dolores starring as a tempestuous apache dancer of the Paris underworld—Nagel as a doctor who has established his office in the slums of the city and is called in to attend the wounded brother of the heroine. The characters that surround them conspire to make a melodrama of thrilling and glamorous intensity. A silent film.

**DAILY CROSS-WORD PUZZLE.**

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- |  |                             |  |
|--|-----------------------------|--|
| <b>HORIZONTAL</b>                        | <b>HORIZONTAL (Cont.)</b>   | <b>VERTICAL (Cont.)</b>                  |
| 1-Book of the Bible                      | 49-Undermines               | 23-Administrated something objectionable |
| 5-Fruit of the oak and the beach         | 52-Accident                 | 24-Thing                                 |
| 8-A light yellow                         | 55-Unit                     | 25-Vehicle                               |
| 12-Blustering person                     | 57-Stage                    | 27-Likely                                |
| 15-Aged                                  | 58-Summit—belonging to      | 28-Shut up                               |
| 17-Interval                              | 60-Set                      | 29-Trio                                  |
| 18-Busy insect                           | 62-Artist's frame           | 30-Ventured                              |
| 19-Later than                            | 63-Those who exercise force | 31-Frozen deserts                        |
| 20-Playing card                          | 65-Pot                      | 32-By itself                             |
| 21-Made amends                           | 66-Map's name               | 33-Holders                               |
| 24-Employer                              | 67-Same as "boast"          | 34-Violet as preparation                 |
| 25-Blemish                               |                             | 35-Confagration                          |
| 26-Propeller                             | <b>VERTICAL</b>             | 36-Strengthening                         |
| 28-Maker of knives                       | 1-Tune                      | 40-Completes                             |
| 30-Dropped from office                   | 2-Deceive                   | 42-Freshens                              |
| 32-The waste of burned coal              | 3-Point of compass          | 43-Fabulous bird                         |
| 36-Small surface                         | 4-Point of compass (abbr.)  | 44-Nationless                            |
| 37-Ship's record                         | 5-Propound                  | 45-Sainte (abbr.)                        |
| 38-Endroit                               | 6-Orrery                    | 46-Desert dweller                        |
| 39-Wear                                  | 7-Observed                  | 50-Home of a famous tower                |
| 40-Pine fruit                            | 8-Large point               | 51-Utter a sound of contempt             |
| 41-Universal mother                      | 9-Or of a sheep             | 52-Franchise                             |
| 42-Openings                              | 10-Unroll                   | 53-A type of moulding                    |
| 43-Raven                                 | 11-Capricious               | 54-Primarily (post.)                     |
| 44-Made deeper                           | 12-Run away from            | 55-Old age (post.)                       |
| 45-Reluctant                             | 13-Service stripe           | 56-A type                                |
| 46-Substance resulting from electrolysis | 14-Settle                   | 57-Station                               |
| 47-Competition                           | 15-Settle                   |  |

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

**BATHING COSTUME.**

Viking,  
Hollywood,  
Ocean,  
etc., etc.

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the trouble of writing Home.

An eloquent appeal to the public for funds wherewith to build a new Netherdale Hospital was made at the annual meeting of the Alice Memorial and Affiliated Hospitals. Dr. S. W. T'so, the Chairman, supported by Dr. R. H. Kotewall, expounded the new scheme, and stressed the necessity of raising \$200,000 to see it through, adding that \$50,000 was already in hand for the purpose. The OVERLAND CHINA MAIL gives a complete report of the proceedings.

Judgment was handed down by the Full Court in the case in which the Shanghai creditors of the Russo-Asiatic Bank appealed against a decision in the Lower Court. The case was described as being "unique," but the Court upheld the previous judgment with unanimity. A full report of the judgment handed down appears in the OVERLAND CHINA MAIL.

China's tribulations still continue. The Nanking Party claim the re-capture of Tsinan, in Shantung, and a sensational report, afterwards discredited, gained currency that Chang Hsueh-liang, the Manchurian War Lord, had been assassinated at Peking. It seems fairly definite that there was a serious mutiny at this place, but Manchuria still remains neutral. The OVERLAND CHINA MAIL included all relevant dispatches on the situation.

Local sport receives especial prominence in the OVERLAND CHINA MAIL, a feature of this issue being a specially-written account of the opening game of the baseball season between South China and the Japanese.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in Hong Kong, and Canada testify to the keen interest in the weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In sent Home for you every week, the march of time the "Overland China Mail" has become the only contains just the news, features weekly news budget which has a coloured pictorial supplement with "Mail" that makes a studied appeal local photographs. It is made just to suit requirements, as it has done all along. What more could be desired?

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ASAMA MARU	Thursday, 18th September.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
HIKAWA MARU	Wednesday, 24th September.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
KAMO MARU	Saturday, 23rd August.
KATORI MARU	Saturday, 6th September.
SYDNEY & MELBOURNE via Manila & Ports.	
ATSUTA MARU	Tuesday, 23rd September.
BOMBAY via Singapore, Penang, & Colombo.	
+ PENANG MARU	Thursday, 28th August.
KAGA MARU	Thursday, 11th September.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
GINYO MARU	Wednesday, 27th August.
HEIYO MARU	Saturday, 30th September.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Tuesday, 9th September.
NEW YORK, BOSTON via Panama.	
+ TOKIWA MARU	Friday, 22nd August.
+ KUMA MARU	Tuesday, 2nd September.
LIVERPOOL via Port Said, Stambul (Constantinople), Genoa.	
LYONS MARU	Tuesday, 16th September.
CALCUTTA via Singapore, Penang & Rangoon.	
+ CALCUTTA MARU	Friday, 29th August.
+ HAKODATE MARU	Monday, 8th September.
SHANGHAI, KOBE & YOKOHAMA.	
HAKONE MARU	Friday, 22nd August.
+ MURORAN MARU	Wednesday, 27th August.
+ LIMA MARU	Thursday, 28th August.
SIBERIA MARU	Wednesday, 10th September.
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## O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	
AMAZON MARU	Wednesday, 10th September.
ALASKA MARU	Friday, 10th October.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
LA PLATA MARU	Friday, 29th August.
BUENOS AIRES MARU	Friday, 3rd October.
BOMBAY—Via Singapore & Colombo.	
SUMATRA MARU	Wednesday, 3rd September.
DURBAN, LOURENCO MARQUES, DEIRA, DAR-ES-SALAAM, ZAN- ZIBAR & MOMBASA—Via Singapore & Colombo.	
MEXICO MARU	Tuesday, 3rd August.
CHICAGO MARU	Sunday, 28th September.
CALCUTTA—Via Singapore, Penang & Rangoon.	
TACOMA MARU	Monday, 1st September.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
MANILA MARU (from Kobe)	Monday, 25th August.
MELBOURNE—Via Manila, Brisbane & Sydney.	
SYDNEY MARU	Wednesday, 3rd September.
HAIPHONG—Via Hanoi & Peking.	
NEW YORK—Via Japan ports & Panama.	
JAPAN PORTS.	
MADRAS MARU	Friday, 22nd August.
KINE MARU	Monday, 25th August.
KEELUNG—Via Swatow & Amoy.	
TAKAO & KEELUNG.	
SOURABAYA MARU	Wednesday, 10th September.

### WATER LEVELS.

#### ON WEST, NORTH AND EAST RIVERS.

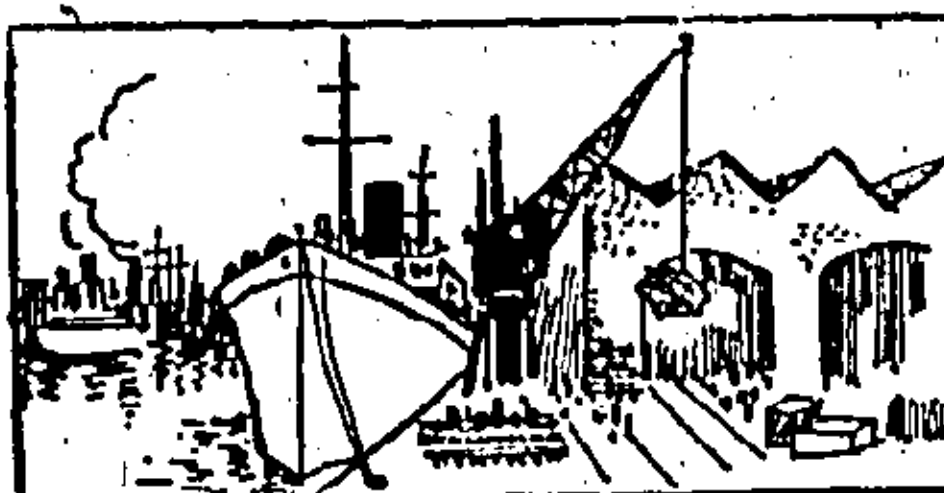
The following table, issued by  
the Kwangtung River Conservancy  
Commission, shows in English feet  
the water levels on the West  
River, North River and East River,  
on the dates named:

	Aug. 18.	Aug. 19.
Shihing	11.2	10.4
Tsingyuen	5.5	5.2
Samsui	5.9	5.2
Shihing	2.1	1.7

The highest levels on record are:  
—Shihing, 41 feet; Tsingyuen,  
20.2 feet; Samsui, 27.3 feet;  
Shihing 15.5 feet.

The lowest level on record at  
Samsui is minus 5 feet and at  
Shihing minus 2.7 feet.

Seven To A Mile.  
It is stated that the United  
Kingdom has seven cars to every  
mile of road, while Soviet Russia  
has one to every thirty-three miles  
of road. The figures for the United  
Kingdom represent the highest in  
Europe, and afford some explanation  
of the traffic congestion that  
occurs on certain British high-  
ways, especially at week-ends.



## Shipping Intelligence.

### UNIFORM RULES.

#### LONDON LOAD LINE CONFERENCE.

The International Load Line Conference, which opened in London on May 20, concluded its sittings on July 5, when an International Load Line Convention was adopted and signed unanimously by the representatives of the following 27 Governments:—Australia, Canada, Chile, Cuba, Denmark, Finland, France, Germany, Great Britain, Greece, Iceland, India, Irish Free State, Italy, Japan, Latvia, Mexico, Netherlands, New Zealand, Norway, Peru, Poland, Portugal, Spain, Sweden, Union of Socialist Soviet Republics, and the United States of America.

The President of the Conference, Admiral of the Fleet Sir Henry F. Oliver, proposed the adoption of the Convention, and in the course of an address summarising the results of the Conference said that the rules and recommendations of the British Load Line Committee, 1927-1929, which were accepted as a basis for discussion, had been examined by the members in detail in the light of experience gained in loading, navigating, and operating ships all over the world, in differing circumstances, and in all seasons of the year. The result of this examination was embodied in the rules for determining the maximum load lines of merchant ships that were included in the Convention and those rules represented the unanimous opinion of the technical and nautical representatives attending the Conference.

In the same way they had examined the experience gained by the nations who had for many years been loading their timber carrying ships and their tankers under special conditions. The Conference had embodied the conclusions at which they had arrived in the rules for those types of ship which appeared in the Convention. For both classes they were satisfied on both technical grounds and in the light of the experience of years that deeper loading to the extent prescribed was fully justified, subject to the conditions they had laid down.

They had made provision for special types of ships possessing structural features, similar to those of the tankers, which afforded extra invulnerability against the sea. In general the rules, as the Conference had framed them, provided for increases of freeboards in the winter months, particularly in the smaller classes of ships, and they defined in detail, and with far greater precision than any rules now in existence, the methods to be employed to secure the effective closing of openings in the weather decks and in the sides of the ships, and for the protection of the crew.

The Conference had carefully examined and revised the Zones and Seasonal Areas that regulated the loading limits of all ships.

They had, Sir Henry proceeded, applied the new rules in full to all new ships—that was, to ships the keels of which were laid on and after July 1, 1932. They had imposed on all existing ships, which were not brought voluntarily under the new rules, the rules of 1906, subject to the condition that, in addition, they complied, so far as was reasonable and practicable, with the conditions laid down in regard to new ships for the effective closing of openings in the weather decks and in the sides of the ship, and for the protection of the crew.

From the administrative point of view, each nation ratifying the Convention would be bound to take all such steps as might be necessary to make effective the load lines prescribed by the rules. On the other hand, each nation would accept an International Load Line Certificate issued, in accordance with the provisions of the Convention, by the nation to which the ship belonged, as having the same force as the certificates issued by them to their own ships.

Some of them might feel disappointed that upon some particular points their own particular views had not prevailed, but they had met one another throughout their discussions with the utmost frankness. They had, as the president of the Conference, 1929 said, pooled their knowledge and tested it by the experience of all, and they must all realise how

### £6,000 FINE FOR SMUGGLER.

#### Hundreds of Watches in Waist Belt.

London, July 4.  
Fines amounting to no less than £5,160 were imposed at Westminster on a man named Louis Marder of Manchester, who is described as a professional smuggler. He was charged with fraudulently attempting to evade paying customs duties on 1,841 watches at Victoria Station on June 8, trying to defraud the customs and attempting to bribe a Customs officer at Folkestone. Marder pleaded guilty except to the charge of attempted bribery. Marder was followed from Victoria to Euston by two Customs officers and when his luggage was examined it was found to contain two body belts constructed to hold several hundred watches each and a suitcase with an ingenious false bottom. At the defendant's house in Manchester 499 other watches were found with a large number of empty cartons. The Customs inquiry officer said that during the past two years records showed that Marder imported 540 gold watches on which duty was paid, but against that the records of the number of his customers showed that actual sales of watches during the same period amounted in value to £6,000.

much more could be accomplished by joint action to attain the object for which they had all been working—the promotion of safety of life and property at sea. At the closing session of the Conference of 1929 Senator Rio, in an eloquent speech, referred to the Convention that was then adopted as "a great charter." That Convention did not establish international standards fixing the loading limits for merchant ships generally. It had been their aim and purpose to complete the work in the spirit that actuated the Conference of 1929; and if, as he hoped and believed, they had accomplished that aim, they would in the two Conventions have indeed a great charter placing the international overseas carrying trade of the world on a basis of safety such as had never hitherto been attained.

At the conclusion of the Conference the President of the Board of Trade said that six weeks ago it was his privilege to welcome the members at the beginning of their work, and it was now his pleasant duty to congratulate them on its conclusion. The task before them was to draw up uniform loading rules which should be binding on the ships of all nations in all the seas of the world, and that task they had accomplished. It was not an easy matter to determine the right point to which ships of different size and strength and build should be allowed, under different conditions, to load; but it was imperative that it should be done, for if they loaded ships too deeply there was the risk of damage and danger, whereas, on the other hand, if they compelled ships to load too lightly they shut out cargo which could safely be carried and thereby added to the cost of every commodity carried by sea. To determine what the right point should be, an enormous amount of work had been done and experience gained, in this and other countries. They had been able to avail themselves of this experience, and they had with them leading experts from all the principal maritime nations of the world. They had worked hard and had produced a set of rules which were a marked advance on anything which had preceded them. He was glad to think that these would not only lead to greater justice as between ship and ship and nation and nation, but to even greater attention being paid to the safety of the ships and of those who sailed in them. No one pretended that the work was perfect, or that it was the final link in the chain of development. They themselves expressly provided for the modification of their rules as further knowledge and experience were gained. But if they did not overrate the work done here, it was a great thing that they had done, to establish for the first time uniform loading rules, which meant uniform safety rules for all the cargo ships of the world. He very heartily congratulated them on its accomplishment.

### GERMAN FLEET.

#### THE RAISING OF THE HINDENBURG.

In connection with the recent cable announcing the successful raising of the German battleship Hindenburg in Scapa Flow, the following details of the work involved are interesting:—

With a displacement of 22,000 tons, a length of 750ft., the Hindenburg lay in 750ft. of water on a rocky bed. The first attempt at salvage, made in 1926, failed because the list of the ship could not be controlled.

Six hundred tons of concrete have been used to encase the port side of the ship around the propellers, and this, it is stated, will steady the hull when the lifting begins, and prevent heeling over, as was the case in 1926. It is hoped to begin lifting operations on a date just eleven years since the fleet was scuttled, on June 21, 1919.

Over 200 men have been employed since March last on the preparations. The vessel is now patched and sealed in readiness for the pumping operation. The task has been of great magnitude. In order to facilitate the pumping out of the hull a larger air ball and air lock have been constructed and secured to the deck over the engine-room spaces, and in this air ball the submersible pumps are accommodated.

Another idea of the preparations necessary can be gathered from the fact that one patch used in the work of sealing the Hindenburg measures 40ft. by 20ft.

Since the first attempt on the Hindenburg Messrs. Cox and Danks have raised: Battleship Moltke, 23,000 tons; battleship Seydlitz, 25,000 tons; battleship Kaiser, 24,500 tons; and light cruiser Bremse, 4,000 tons. The destroyer raised number twenty-five, with an aggregate tonnage of 23,000, making the total tonnage for the twenty-nine vessels 99,500.

In addition to the Hindenburg there are still fifteen of the German fleet at the bottom of Scapa Flow, and after the Hindenburg has been salvaged attention will be turned to the battleship Prinz Regent, Leopold (25,000 tons) and the battle-cruiser Von der Tann (20,000 tons).

The scuttled ships were valued at £50,000,000.

### WARSHIPS IN PORT

The following British warships are in harbour to-day:—  
Cicala—In dock.  
Magnaolia—No. 8 buoy.  
Medway—West wall.  
Odin—West wall.  
Osiris—In dock.  
Oswald—In dock.  
Otus—West wall.  
Sepoy—No. 13 buoy.  
Serapis—North arm.  
Seraph—North arm.  
Tamar—Basin.  
Foreign.  
Adamastor—Portuguese cruiser.  
Helena—American gunboat.

## CANADIAN PACIFIC

### QUICKEST TIME ACROSS THE PACIFIC 14 DAYS FROM CHINA AND 9 DAYS FROM JAPAN TO CANADA AND U.S.A.

Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Arrive
Empress of Canada Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Japan Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 28
Empress of Japan Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12
Empress of Asia Dec. 10	Dec. 13	Dec. 15	Dec. 18	Dec. 27
Empress of Canada Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan Jan. 29	Feb. 1	Feb. 3	Feb. 5	Feb. 13
Empress of Asia Feb. 25	Feb. 28	Mar. 2	Mar. 5	Mar. 14
Empress of Canada Mar. 12	Mar. 15	Mar. 17	Mar. 19	Mar. 27
Empress of Russia Mar. 25	Mar. 28	Mar. 31	Apr. 2	Apr. 11
Empress of Japan Apr. 4	Apr. 7	Apr. 9	Apr. 11	Apr. 19

(Call at Nagasaki the day after departure from Shanghai)

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Emp. of Japan Sept. 24	Sept. 26

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[1,068 tons—Capt. Trecht]

TUES. 26th AUGUST.

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink]

AUGUST.

SAT. 23rd THURS. 28th

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# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.  
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
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QUEENSLAND PORTS, AND RED SEA, EGYPT,  
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PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KASHMIR	8,985	30th Aug.	Marseilles, London, Hull, Rotterdam & Antwerp.
MANTUA	10,946	13th Sept.	Bombay, Marseilles & London.
ALIPORE	5,273	17th Sept.	Straits, Colombo & Bombay.
KASHGAR	9,005	27th Sept.	Marseilles, London, Hull, Rotterdam & Antwerp.
MALWA	10,930	11th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
KHYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles, & London.
NAGPORE	5,283	15th Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	6th Dec.	Bombay, Marseilles, & London.
KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
RANCHI	16,550	3rd Jan.	Marseilles & London.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	16,132	31st Jan.	Marseilles & London.

\* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

		1930	
TALANBA	8,018	23rd Aug. 3.30 p.m.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Sept.	Singapore, Penang & Calcutta.
SHIRALA	7,841	17th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	30th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,006	16th Oct.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

		1920	
•TANDA	6,956	5th Sept.	Manila, Thursday Island, Townsville. Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	3rd Oct.	
NELLORE	6,853	31st Oct.	

\* Will call Sandakan.

\* Will call Sandakan.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hobei, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in document offers.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

SHIRALA	7,841	25th Aug.	Amoy, Shanghai, Moji, Kobe & Osaka.
KASHGAR	9,005	29th Aug.	Shanghai, Moji, Kobe & Yokohama.
BERRIMA	6,049	31st Aug.	Shanghai & Kobe.
TAKADA	6,949	7th Sept.	Amoy, Moji, Kobe, Yama & Osaka.
ST. ALBANS	4,500	9th Sept.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
NAGPORE	5,283	23rd Sept.	Shanghai, Moji, Kobe & Yokohama.
TYLAWA	10,006	25th Sept.	Amoy, Moji, Kobe & Osaka.
KHYBER	9,114	28th Sept.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,964	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	20th Oct.	Shanghai, Moji, Kobe & Yokohama.
BANALLA	—	20th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	16,550	6th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

\* Cargo only.

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.  
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—  
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ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON WORKERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.  
Town Office: 44, Connaught Road Central, Hong Kong. Tel. 2045.  
Shipyard: Sham-Sui-po, Kowloon, Hong Kong. Kowloon Tel. 5100.  
Estimates furnished on application.  
Hong Kong, April 1, 1930.

## GALLANTRY OF AN ARAB BOY.

How Women Were Saved from the Asia.

### A THRILLING STORY

The disaster to the pilgrim ship Asia off Jeddah and the gallantry of an Arab boy in one of the rescue parties are described by a Statesman correspondent in what is perhaps the only first hand account of the episode that has yet been published. The Statesman correspondent heard the story during a ship's stay at Kidderpore, where are the principal dockyards of Calcutta. He writes:—

Three ship's officers, who were casual acquaintances, seeing an Arab boy in the clutches of some roughs in a dark street in Kidderpore, set about them with six hard-hitting fists and brought the boy in safety to a banian's shop. There the boy and one of the officers recognised each other as having recently left the same ship in Bombay, and the officer started his companions by declaring that the boy was the biggest hero he had ever known in a long sea career. Explanations were demanded, and the following story was told.

We were lying off Jeddah outside the reefs (the officer said), and besides ourselves there were three steamers, including the Asia, which, anchored a quarter of a mile from us, had just taken on board 1,500 Arab pilgrims. We were six miles from Jeddah town; on account of the reefs ships of our size can't get nearer. The first officer and the rest of us were engaged in a game of bridge when the Asia caught fire. The French provide the pilgrims with reed mattresses to lie on deck, and I suppose somebody dropped a match on one. Fifteen hundred pilgrims and the ship on fire from stern to stern. It's the worst show I've ever been in—and I've seen some queer sights in my thirty years at sea. We put out seven boats, each commanded by a European.

The French captain tried to get the boats out, but the pilgrims, mad with fear, swamped the only two he managed to get on the water. He attempted to induce the pilgrims to descend the gangways, which were down the side of the ship, but they fought so frenziedly that the gangways collapsed under the strain. One of our fellows was knocked out of his boat by the pilgrims as they fell. Some of the passengers flung themselves overboard when we approached, but not all reached us. Those waters are shark-infested. We pulled in under the Asia's stern and called on the pilgrims to jump. We could do no more. The sides of the ship were red-hot, and to look through the port-holes was like looking into a furnace. The passengers fought each other for a place at the hand-rails. At the back of the deck, unable to penetrate the jostling, screaming mob of men, was a large number of women who were too frightened to move. It seemed all up with them when Abdul here (the boy), who was in my boat, volunteered to try and rescue them. The anchor chains were glowing, but he climbed up them. Goodness knows how he did it. And how he got through that mob is equally a mystery. The decks were falling in, and even the most panic-stricken of the men were flinging themselves into the sea. Most of the women were unconscious, and all Abdul had time to do was to drop them over to us. We then had to beat off the sharks. The boy was up there five hours saving those women, and we never thought to see him alive again. Several times he looked to me to have fallen into the roaring hold. Now what price a hero?

## TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.  
BRITISH STEAMERS: CHANGE TAIPING (SUNDAY)  
ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES and STEWARD'S CARRIED.  
Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.  
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STEAMER	From Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGE TAIPING	2nd Sept.	22nd Sept.	28th Sept.	10th Oct.
TAIPING	12th Sept.	23rd Sept.	29th Sept.	12th Oct.

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Sundays excepted.

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## PASSENGER LISTS

### ARRIVALS

Per s.s. Patroclus on August 20:—  
Comdr. E. A. Aymer, R.N., Miss N. M. Craig, Mr. W. M. Groves, Mr. L. Onderwyzer, Mrs. A. E. Spittles, Mr. W. R. Stempels, Mr. C. L. Stern, Mr. R. J. Terry, Miss E. I. Adam, Mr. and Mrs. A. H. Aiers, Miss G. Aiers, Miss M. Aiers, Mr. C. Burgess, Mr. and Mrs. R. G. Dakin, Miss S. N. Donald, Mrs. J. Jones, Miss M. Jones, Miss W. Jones, Mr. R. E. Laker, Mrs. Laker, Mr. T. Mason, Miss I. E. Turnbull.

### DEPARTURES

Per M.S. Tatsuta Maru for San Francisco on August 21:—  
J. A. Braam, George Luthke, Mr. and Mrs. Rieheimer, Chas. E. Rieheimer, Mrs. Zimballist, S. R. Luce, Master Zimballist, Miss Zimballist, A. W. Matschke, Mrs. H. M. Bulkley, D. G. Mateo Dioso, C. R. Heskett, Miss M. W. Guilford, Miss M. G. Roberts, E. P. Sheeham, J. Urbestandez, Miss N. Offermann, Eddie Law, W. A. Epstein, H. G. Musgrove, L. Onderwyzer, Mr. and Mrs. G. M. Neal, Mr. and Mrs. N. Yokosaki, Mr. and Mrs. Isaac Sandusky, Mrs. C. C. Warren, Mrs. S. G. Chuppaw, Mrs. M. M. Bird, F. van Bery, T. Yamamoto, Mrs. Y. Ohta, Miss N. Ohta, S. Matsubara, C. Mize, Mr. and Mrs. E. J. Spear, H. Hiraoka, Master K. Hiraoka, Miss F. Hara.

### ARRIVALS OF SHIPS.

Tuesday, August 19.  
Philoctetes, British str., 7,176 tons. Capt. J. Ramsay, from Shanghai, buoy No. A1-B & S.  
Tokai Maru, Japanese str., 5,046 tons. Capt. K. Ishimaru, from Nagasaki, buoy No. A3-O.S.K.

Wednesday, August 20.

Dorry, German str., 378 tons. Capt. J. Bruhn, from Canton, buoy No. C44—Chau Yue Teng.  
Foehsing, British str., 1,423 tons. Capt. Allan Balch, from Canton, buoy No. B32—Jardine, Matheson & Co.  
Hatching, British str., 1,283 tons. Capt. E. Walker, from Swatow, Douglas Wharf—Douglas S.S. Co.  
Honolulu Maru, Japanese str., 3,540 tons. Capt. S. Matsuda, from Moji, buoy No. A25—O.S.K.  
Hozan Maru, Japanese str., 2,347 tons. Capt. H. Oy, from Swatow, O.S.K. Wharf—O.S.K.

Hydrange, British str., 561 tons. Capt. P. W. Grierson, from Swatow, Chiu On Wharf—Chiu On S.S. Co.

Kidderpore, British str., 3,263 tons. Capt. Woodroffe, from Shanghai, buoy No. A2—Mackinnon, Mackenzie & Co.

Menado Maru, Japanese str., 1,288 tons. Capt. T. Kawamatu, from Canton, O.S.K. Wharf—O.S.K.  
Sancho Maru, Japanese str., 694 tons. Capt. M. Tauge, from Keelung, buoy No. C49—M.B.K.

Tainan, British str., 2,100 tons. Capt. J. Tinson, from Canton, buoy No. B34—B & S.

Wichita, American str., 3,588 tons. Capt. D. Holth, from Amoy, Laichikok—L. Everett, Inc.  
Wing Wo, Portuguese str., 495 tons. Capt. I. D. de Lemos, from Kwang Chow Wan, buoy No. C85—Wo Hop & Co.

## CONSIGNEES.

### BLUE STAR LINE (1920), LTD.

#### NOTICE TO CONSIGNEES.

Steamer,

"FRESNO STAR"

From LONDON, ROTTERDAM

HAMBURG & NEW PORT.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 15th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 21st instant will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 31st inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 16th August, 1930.

## HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the results of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Doberck during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

August 21 to 27, 1930.

DATE	HIGH WATER	LOWER WATER
An.	Standard Times	Standard Times
Thurs 21	m 6 15 7.31	m 2 30 4.09
Fri 22	m 9 8 4.15	m 0 28 3.7
Sat 23	m 7 12 7.5	m 0 28 3.7
Sun 24	m 9 40 4.3	m 1 37 3.4
Mon 25	m 8 13 8.1	m 3 30 3.0
Tues 26	m 10 10 8.2	m 5 23 2.6
Wed 27	m 11 39 8.1	m 7 20 2.3
Thurs 28	m 1 8 8.1	m 9 16 2.0
Fri 29	m 10 16 7.7	m 4 16 2.3
Sat 30	m 11 38 7.4	m 6 41 1.8
Sun 31	m 1 14 7.1	m 8 57 1.5

## TOKYO FLIGHT.

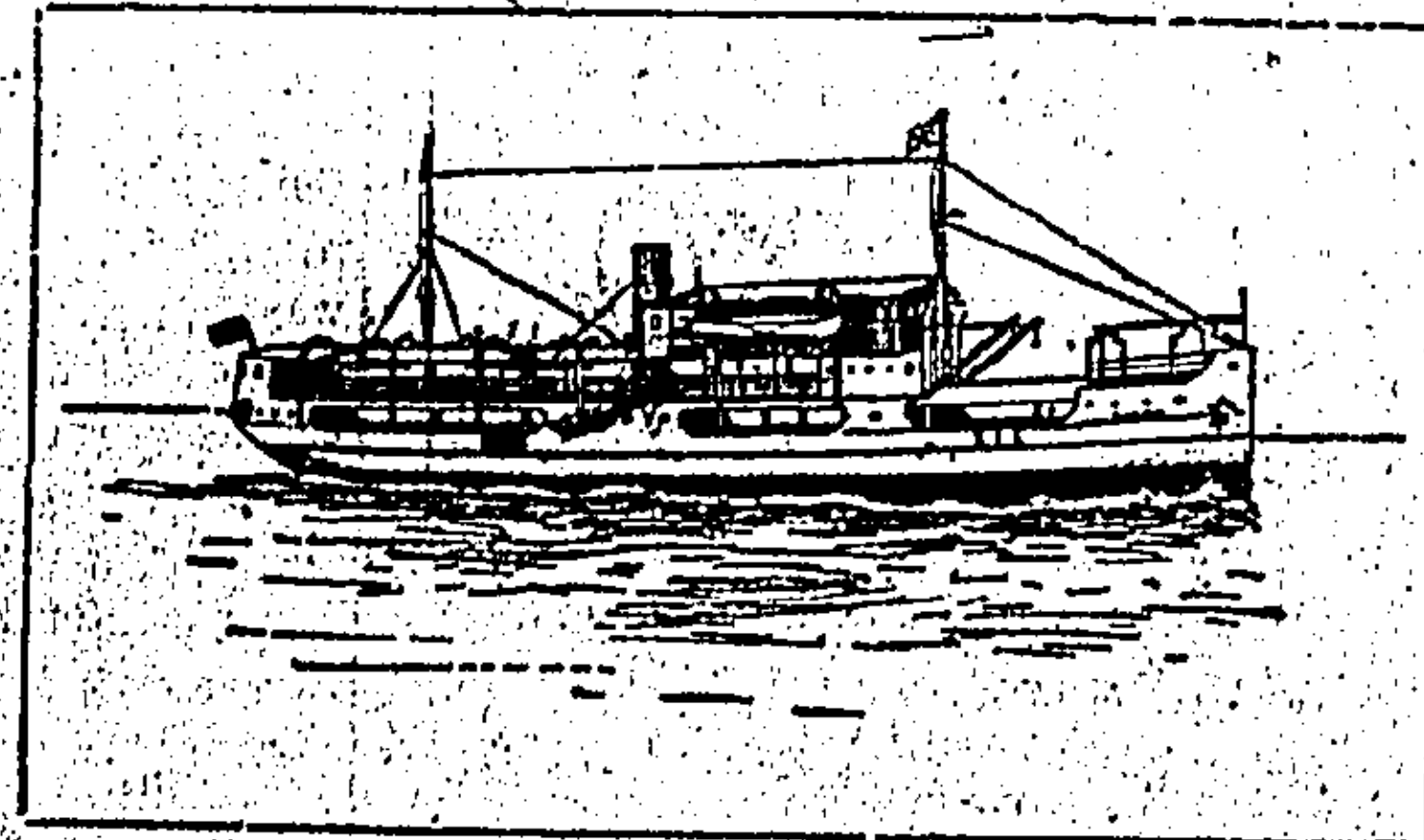
Berlin, Yesterday.  
The Japanese airman Seiji Yoshikawa left here at 5.45 a.m. en route to Tokyo, via Koenigsberg—Reuter.

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, ELECTRICIANS.

The Company possesses six Granite Docks and Two Patent Slipways. The dimensions of No. 1 Dock are 700 ft. x 88 ft. x 30 ft.



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A1. A.B.C.  
Fifth Edition; Engineering First and Second Edition; Western Union and Watkins.

## M.S. "SUGBO"

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Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.



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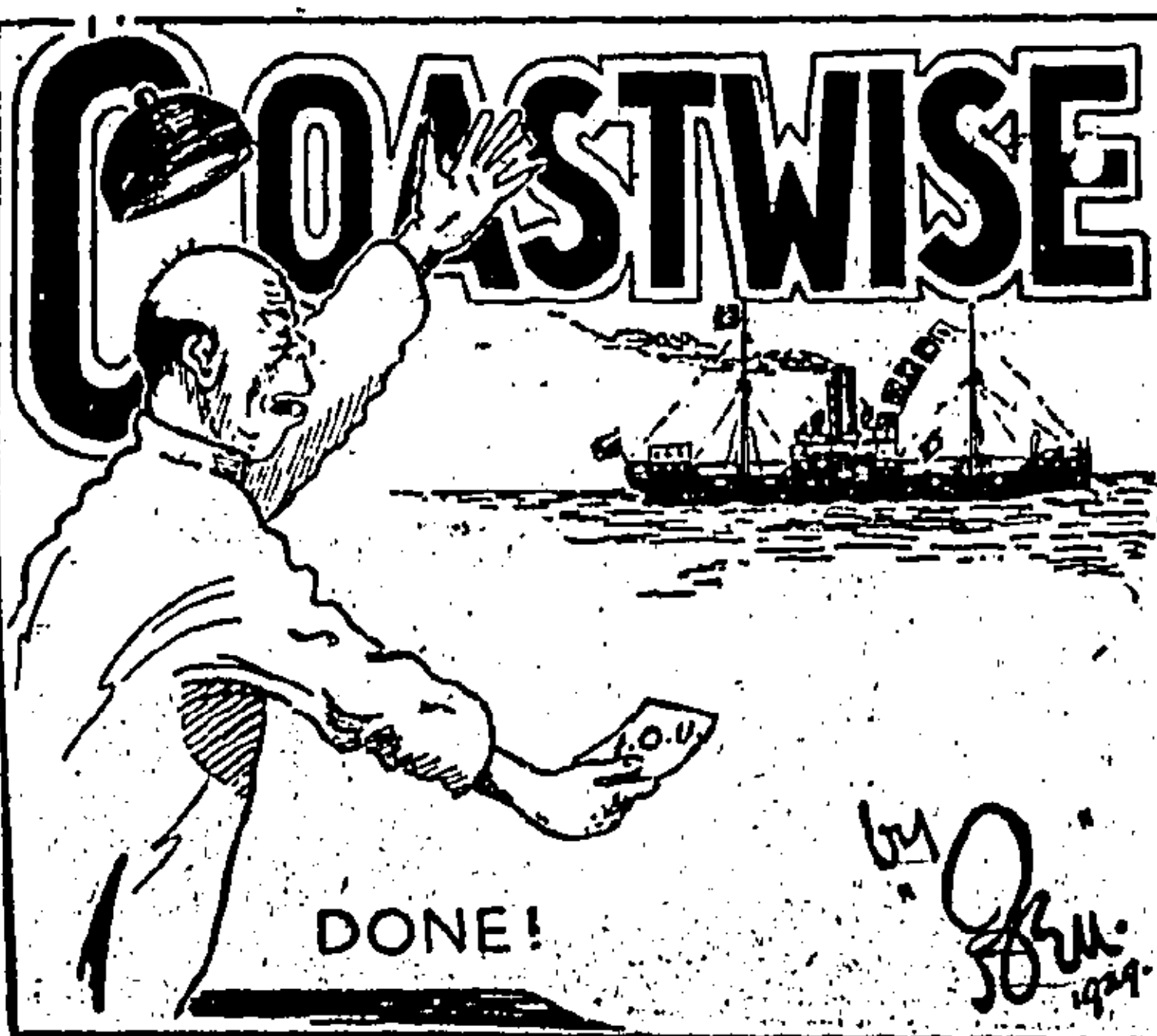
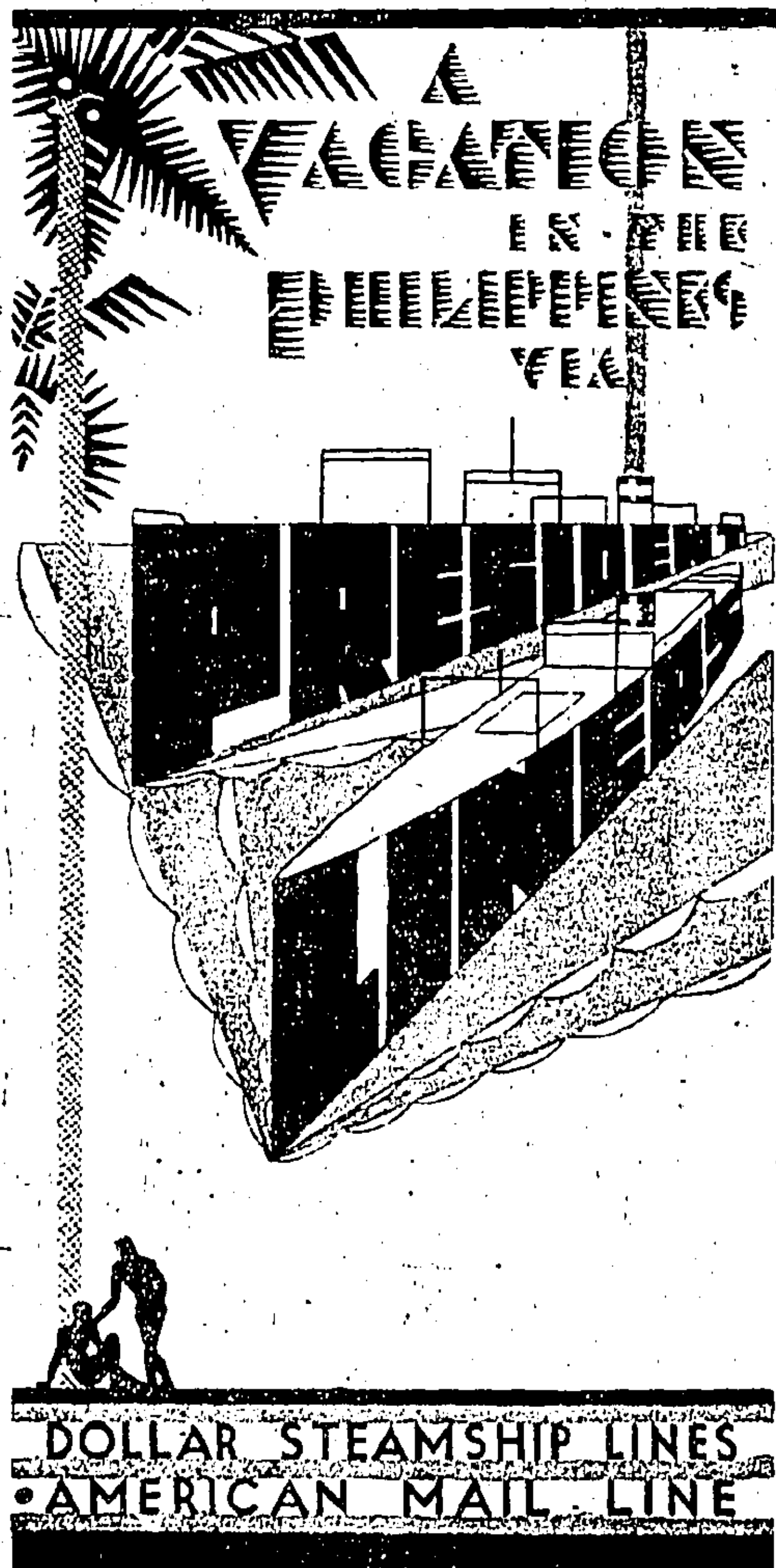
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Prices: 75 cts. & \$1.25 per Bottle.

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Keeps the skin fresh, cool and fragrant  
Counteracts the effects of perspiration  
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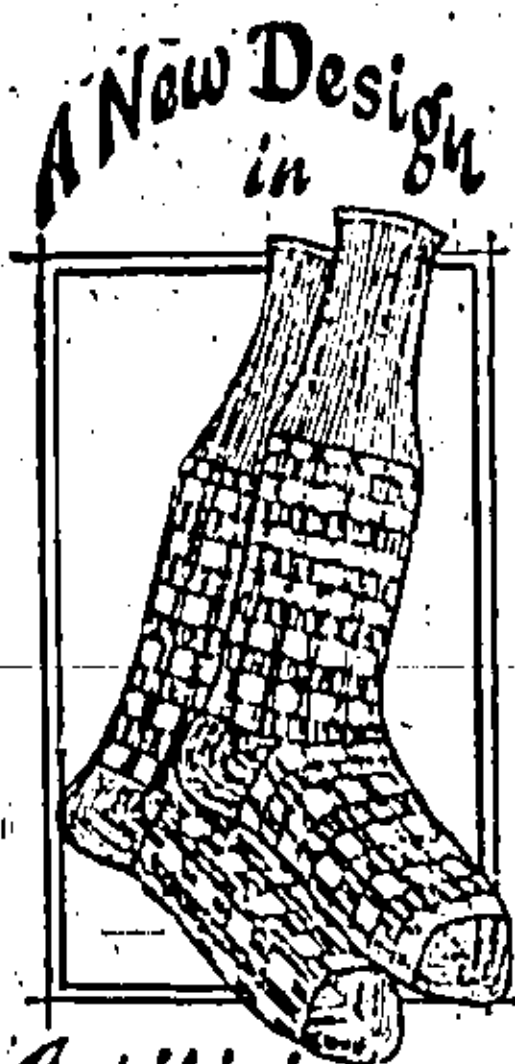
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#### Overland China Mail

[The weekly edition of the "China  
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Street, Strand, W.C.2.

Hong Kong, Thursday, Aug. 21, 1930.

### A MUNICIPALITY?

There have been within the past five years many hints thrown out by certain sections of the public regarding the institution of a Municipality in this Colony. We propose to deal, as far as we are able, with this aspect of Administrative economy, it being thought propitious at the present time, considering the peculiar trend of popular feeling arising from the recent increases in taxation, the drop in the dollar, the increases in Government officials' salaries, the appointment of a Retrenchment Committee for the Government Service, and other disturbing events. Commencing from the principle of colonisation, yet not in possession of a text book on this particular branch of political economy, we assume that in any Crown Colony the Government has of necessity to construct roads, railways, public buildings, water-works, and inaugurate the public services generally, at a vast expense of money not drawn from the public purse, because in the first years of a Colony the public literally does not exist.

From the earlier stages it is a Government's aim to encourage and attract trade, whether the Colony has naval or military significance or not. The aim is to foster trade, to keep in advance rather than in pace with the demand for more roads, more railways, and more water, and to supplement the innumerable other services, which succour the growth of a Colony.

Development down to this stage, then, is the sole financial

concern of the Home Government first, and then of the established government of the Colony. A continuous drain with very little return until and even long after such a stage as we have reached in Hong Kong. Then is given birth the public's personal interest in the government of the Colony and eventually, perhaps, self-determination within limits.

While the Colony is still dependent on its Home Government for financial assistance in development, is it possible to talk of municipalisation? Is it sensible to expect an unofficial majority in the Council that shall administer the Government locally?

A Municipality is nothing more or less than a semi-official-going concern. If it is "insolent" and appeals to the Government for too frequent loans, it is obviously a prematurely established body. A Municipality administering civic duties should obviously, outside of special development, pay for itself.

Is Hong Kong or Kowloon, then, ready for the change? Would the revenue of the taxes on motor vehicles and petrol sustain a department for the maintenance and ordinary development of roads and all that appertains thereto; or would the water rates, house and land assessment, and such like revenue, sustain the various departments of a Municipality that would deal with them as sound financial propositions?

These and many other questions we must ask ourselves and have answered in the affirmative before we may consider a Municipality, or for that matter, a much louder voice in the administration of the Colony from the point of view of development. Development we must have. Posterity demands it. Do not let us associate ourselves too closely with any movement that is bound to curtail righteous development and, eventually, a much more effective voice in the Colony's administration.

### News in Brief.

One case of typhoid fever was notified yesterday.

Chan Lay-chun, a girl of 12, living at 592, Queen's Road, West, 3rd floor, was fatally injured when she accidentally fell from the back window into the yard yesterday.

The private watchman employed by the Banque Franco-Chinoise who stands charged with impersonating a Police officer, and obtaining "squeeze" from hawkers thereby, again appeared before Mr. H. B. Butters, at Central Magistracy this morning. Mr. A. E. Hall appeared for accused, and a further remand was granted until Wednesday at 2.15 p.m. Bail was fixed at \$2,500.

The condition of Wong Wah, 19, the coolie who fell from the third floor of the King Edward building yesterday, and who is now in the Government Civil Hospital, is stated to be not serious.

A monkey belonging to Private Bruce, of the Argyll and Sutherland Highlanders, stationed at Sham-shuipo camp, was removed to Matakok for observation after it had bitten Private Davis of the same regiment.

### PEERESS OFF TO WORK.

HOLLYWOOD JOB FOR LADY MAUREEN STANLEY.

London, July 13.  
The newspaper headline, "Peeress Comes to Work"—greeted Lady Maureen Stanley, Lord Derby's daughter-in-law, on her arrival in New York on the way to Hollywood. Inspiration for the headline came from an interview which Lady Maureen gave on her arrival on board the Majestic, in which she explained that she had never worked before except in politics, for which she received no payment, but she had come to the United States frankly to gather in some American dollars.

"We simply have to do something about money in England," she said. "Everybody has to get out and work, and I have decided to use any talents which God and environment may have given me to make money."

Lady Maureen, who is a daughter of the Marquess of Londonderry, has gone to Hollywood to advise on English social customs so that a film which Samuel Goldwyn is producing may avoid glaring mistakes on aspects of English social life.

### "RED" COMMANDER CRACKED DOWN BY SPECIAL INSPECTOR.

ARRESTED AT SHUMCHUN.

Canton, Yesterday.  
Special-Inspector Liang Tze-kwong of the Canton Bureau of Public Safety, who discovered the trail of an alleged "Red" commander Yu Tso-yue, and who has been following him the last ten days in various parts of Hong Kong, succeeded in arresting him on the 17th. It was while he had passed the British section of the Canton-Kowloon Railway and was in the act of leaving the train at Shumchun that Inspector Liang put him under arrest. Yu was escorted to Canton and, on cross-examination, is said to have admitted that he is the commander of the 8th Soviet Army in China.—Canton News Agency.

### THEODORE WANTED

STATEMENT BY A.L.P. PRESIDENT.

CASE BEING DELAYED.

Sydney, Yesterday.  
Mr. Graves, the President of the Australian Labour Party, in a statement on behalf of the New South Wales Labourites, recommends that the Cabinet immediately request Mr. Theodore to assume the post of Treasurer in Mr. Scullin's absence. Mr. Scullin has been acting as Treasurer since Mr. Theodore resigned.

Mr. Graves says it is imperative that there should be a strong representative of Labour at the helm, otherwise Mr. Scullin should not leave Australia at present. Mr. Graves asserts that the Queensland Government is delaying the case against Mr. Theodore, and is denying the country the use of Mr. Theodore's services in a time of crisis.—Reuter.

[It was reported on July 29 that the Australian Prime Minister had informed the Rt. Hon. Mr. Edward Grenville Theodore that outside counsel agreed with the opinion of the Crown Law Office and the Attorney General, in connection with the findings of the Commission which inquired into the sale of the Mungana Mines to the Queensland Government. The Crown Law officers and the Attorney General expressed an opinion against criminal proceedings. The Premier also announced that civil proceedings would be taken. Mr. Theodore declined to comment on the announcement.]

A. E. W. Mason's outstanding dramatic novel which serves as the material for one of the greatest filming undertakings in the history of Paramount.

After more than a year in the African wilderness, where they made most of the location scenes of the picture, Ernest B. Schoedsack and Merian C. Cooper, co-directors of "The Four Feathers," returned to Hollywood, where they "shot" the studio sequences. "The Four Feathers" comes to the Central Theatre on Sunday next.

### ROUND THE CINEMAS

LOVE AND LAUGHTER IN 'DAMES AHOY' AT QUEEN'S.

AMUSING SITUATIONS.

"Dames Ahoy," a comedy talking film now showing at the Queen's Theatre, is replete with amusing situations and has not, indeed, a dull moment. The entry of Glen Tryon on the scene, (the lower deck of an American man-o-war), is a certain sign that something very funny is about to occur. Even those who are sometimes irritated by this concocted little actor will have to admit that in this picture he scores an immediate success.

#### A Spot of Trouble.

The story really concerns three men in a boat—or rather, a battleship. The other two are Otis Harlan and Eddie Gribbon. From the moment they leave their ship and step ashore the fun begins. The only spot of trouble (as Mr. P. G. Wodehouse would say) is caused by a blonde. There is further trouble from a brunette—but as this ends with love and happiness in a bungalow won at a dancing competition, it is a trifle more acceptable to the three heroes of the deep. The film, which will be shown until Saturday, will well repay a visit.

In addition, there is a special added attraction in the form of the sharply legs of the "Monmartre Folies," and some capital dancing. Hearst's Movietone news reel is more than usually interesting this week.

#### DENNY IN FUNNY ROLE.

Reginald Denny plays the role of an imaginary "trial husband" in "Embarrassing Moments." Universal dialogue comedy which comes to the Queen's Theatre on Sunday. The cast includes Merna Kennedy, Otis Harlan, William Austin, Virginia Sale, Greta Granstedt, and Mary Foy.

William James Craft directed from a story by Earle Snell.

#### "ILLUSION."

Charles (Buddy) Rogers, that personable young juvenile-hero, and his equally delectable partner of the recent Paramount opus, "Close Harmony," Nancy Carroll, were seen and heard in their second all-talking picture, Paramount's "Illusion," at the Central Theatre yesterday.

With a play that is excellent ("Illusion" is based on the novel by Arthur Train) and actors who are equally superior, it is difficult to judge which is the more deserving of commendatory precedence.

Rogers is a young magician who had learned his stage tricks through an early upbringing in the circus. Nancy Carroll is the girl who was raised in the same environment and who is his partner in their successful stage act. She is in love with him. But Buddy, through his charm and suave appearance, gets himself invited to the parties and fetes of gay Park Avenue Society. He falls for a wealthy heiress, played by June Collyer, Nancy becomes disconsolate, and meanwhile June learns the true story of Buddy's background. She tells Buddy she can never marry him.

He goes to a theatre where Nancy is playing the old act with a new partner. The thrilling climax of the act comes. Four rifles blaze at Nancy. Their lead bullets for which she was supposed to have substituted harmless graphite ones by a sleight-of-hand trick, zing through the air toward their human target. Nancy is struck. She collapses. Well, for the rest of it see it yourself. It is real entertainment with every value that the talking screen can give.

There is fast and interesting dialogue. There are a number of secondary character-impersonations by a capable supporting cast. There are three memorable songs introduced in a logical manner—and there are Nancy and Buddy, personable and glamorous sweethearts of the screen.

Lothar Mendes did an excellent job of the direction, and E. Lloyd Sheldon is equally deserving of praise for his work as adapter of the story for the screen.

#### "FOUR FEATHERS"

Richard Arlen is wearing a British uniform for the first time since the War.

During that conflict, he was a pilot in the Royal Flying Corps, his aerial work, however, being limited to flying ships from Britain to the front. He was 17 at that time.

He is wearing the British uniform again, this time that of a captain, attached to a company of Egyptian Soudan.

The reason, of course, is motion pictures. The role is the leading one in "The Four Feathers," (Continued at foot of preceding column.)

### KWANGSI WAR.

PUMOUNHU AND SHUNTU TAKEN.

FLEET ON WEST RIVER.

Canton, Yesterday.

According to military circles, the dispositions of the 8th Route Army in Kwangsi are as follows: The main body of the 59th division commanded by Yu Hon-mou are still stationed along Souyen and Lipo, where skirmishes with the Kwangsi-ites continue to take place. The 63rd division under Li Yang-king which was distributed along Tanchuk, Pingnan, and Wulin, is now moving towards Kweiping. The training brigade under Wong Yam-wan having arrived at Kongsou will push forward with Nanning as its objective.

The Cantonese fleet sent to Kwangsi is now stationed at various points along the upper reaches of the West River. The "Pingai" is at Kweihien, "Lungsheng" at Kweiping, "Chapuan" at Pingnan, "Hoikeung" at Wuchow; while several others are patrolling between Wuchow and Kweihien.

Following the capture of Waitap some two weeks ago, the loyal Kwangsi forces under Shen Yung-kwang captured Pumounhu on the 14th, and Shuntu on the following day. In order to facilitate the direction of his forces General Shen has removed his headquarters from Hoichien to Shuntu.—Canton News Agency.

### SYDNEY HARBOUR.

COMPETITION OF GREAT BRIDGE.

Sydney, Yesterday.

Union Jacks and Australian Commonwealth flags flying at the top of the cranes, and whistles and sirens shrieking, informed people here that the arch of the harbour bridge had been successfully joined.

The bridge will be illuminated with flood lights to-night, to commemorate the event.

The appearance of the completed framework surpasses expectation in the size and grandeur of its majestic sweep.—Reuter.

### "AIMEE" AGAIN!

GIVES MOTHER A BROKEN NOSE.

Los Angeles, Yesterday.

Aimee McPherson's mother, Mrs. Minnie Kennedy, is in hospital here with a broken nose, and says her temperamental daughter did it.

"Aimee accused me of talking about her and her secretary, Miss Mae Wadren. I replied that I was referring to her associates. Then Aimee went wild. When I came to, I was on the floor, and my nose was almost killing me."—Reuter's American Service.

### A BEST-SELLER.

OVER 45,000 COPIES OF SIMON REPORT SOLD.

Rugby, Yesterday.  
Since the two volumes of the Simon Commission's Report on India were published in June, over 45,000 copies of each have been sold, and it is still selling. For a work of that particular type it can fairly be described as a best seller. The circulation figures, of course, include copies sold in India.—British Wireless Service.

### Ten Years Ago.

[From the "China Mail," August 21, 1920.]

To-day's dollar is worth 4/- 4/4d.

From September, the Dairy Farm will increase the cost of milk, the present 12-cents bottle being raised to 15 cents. The charge of 50 cents a month to each customer for use of the Company's bottles will cease. This is the first time that the price of milk has been raised in eighteen years, and the reason for the increase now is the enhanced cost of everything connected with the farm.

### Ten Years Hence.

[From the "China Mail," of August 21, 1910.]

After a protracted interval the Post Office has issued books of stamps—a step on which it has received numerous congratulations.

With the co-operation of St. John Ambulance Brigade it is hoped shortly to have a motor ambulance at or near every Police Station both on the island and the mainland.



## POLICE STATION TRAGEDY.

## WITNESSES ADMONISHED BY CORONER.

## Threatened With Jail.

None too flattering remarks about two Indian witnesses were made by the Coroner, Mr. E. Lindsell, yesterday afternoon at the resumed hearing of the Lok Ma Chau inquiry. To Gurbukh Singh, the station guard, on the afternoon of the tragedy (July 21), who claimed that neither the station alarm nor the shots fired by him just outside the barrack room roused the Indian Lance-Sergeant and another constable who were sleeping, the Coroner said: "You will have great difficulty in convincing the jury that that's true."

In the case of the other Indian witness, P.C. Gurdit Singh, a fellow villager of Dalip Singh, the "amok," Mr. Lindsell told the man that he was lying and admonished him to be more careful, threatening that if he told any more lies he would go straight to jail! Finally the Coroner gave up the examination of this witness in disgust, remarking to Mr. T. H. King that the witness presented a pitiful picture. The failure of the other Indians at the station to remove the Lewis gun from the charge room at the start of the trouble was also commented on by the Coroner, who remarked that it was hardly to the men's credit.

## "I WONDER, I WONDER!"

On the resumption of the inquiry the Coroner questioned the Station Guard, Gurbukh Singh (Indian constable B722).

Coroner: When you ran through the compound where was your revolver?

Witness: It was in my right hand.

The Chinese "boy" said it was in your holster; it was not in your right hand at all. Do you disagree with that?—His version is not true.

Coroner: I wonder, I wonder! Then you still say, do you, in spite of the fact that the alarm was going for some minutes when you fired seven shots inside the station, that the two officers in the barrack room were still asleep when you went into the barrack room? Do you still say that?—I aroused them.

In spite of the fact that the alarm was going all the time and you fired seven shots you still say that?—I am telling what I saw and did.

You still say that! The alarm didn't wake them up and your shots didn't wake them up? You had to wake them up yourself?—Yes, I woke them up.

Coroner: You will have great difficulty in convincing the jury that that's true.

Did you at any time hear any shots fired upstairs?—Yes, I heard shots when I was arousing the Sergeant and the other Indian constable.

How many shots?—Two or three shots.

Evidence of the bullet marks alone shows that there were six shots fired?—I cannot recollect.

You still say two or three only?—May be more than that; I cannot exactly recollect.

There is evidence from one, at any rate, a Chinese witness, that Dalip Singh entered the station by the way which you entered it and went upstairs from the inside stairs?—I saw him going up the stairs in the compound.

You say you did not enter the station through the back door and go up the back stairs?—He did not go in that door.

And yet the Chinese "boy" saw him go through that door?—No, he went up the other stairs.

Coroner: Mr. King, anything further?

Mr. King: Would your Worship put this further question: In practice alarms what is assigned position? What assigned position has he in practice alarms?—My duty is to lock up the doors and grilles and fall in in the charge room.

Coroner: That's your duty as station guard?—Yes.

Did Not Obey Order.

On your own evidence it is clear that you didn't fall in in the charge room?—As I could see the charge room door.

You didn't go into the charge room; none of you did?—No.

Mr. King: One other thing your Worship. Assuming that he (witness) was not station guard but off duty in the station and the alarm bell rung to what position would he go then?

Witness: In that case I would have taken the Lewis gun and gone upstairs and taken up my stand on the front verandah.

You are one of the Lewis gun team, aren't you?—Yes.

When asked if the jury wished to put any questions to the witness, the foreman (Mr. A. L. Shields) said: Before putting any questions to this witness, we should like to know how this case is going to be conducted. Is it

And left him there?—Yes.

Did you speak to B9?—He could not speak.

Did he say who had shot him?—No.

The Foreman went on to ask several questions of the number of shots accounted for by the witness and then came back to the point of the two Indians who were alleged to have been still asleep in spite of the noise which was going on. The Coroner intimated that he had pursued the same question himself and evidence of the witness on that point would have to be regarded with the greatest suspicion.

The Coroner again put the question to witness who was emphatic that the two men were asleep and that he had aroused them.

Coroner: No one in the world will believe that, a most wicked lie—shameful!

Mr. Shields concluded his examination of the witness by questioning him on his relations with Dalip Singh. He had no idea, witness said, if Dalip Singh had anything on his mind that would account for his actions. No reason occurred to him why he should shoot either while the firing was going on or after it. He had discussed the affair with the other Indians at the station but no reasons were advanced for his act.

In a further examination the Coroner asked witness: Could Dalip Singh assemble and use a Lewis gun?—No.

Was he learning?—Yes.

Another Constable's Story.

Gurdit Singh, P.C. B553, of five years' service said that although he came from the same village as Dalip Singh and had been recruited at the same time, they were not close friends. He had never heard him voice any grievance or grudge against the officer in charge. He was off duty on the afternoon of July 21 and at 3.30 p.m. was taking tea under the trees near the gate of the compound with Dalip Singh, B315 and B722. The four of them had a game of cards. At 4 p.m. B722 went on station guard and the others went inside the station. He stayed under the trees cleaning his rifle on his own.

Mr. Lindsell: The station guard says that Dalip Singh was with you?—I was on my own.

One of you is lying—I am telling the truth. I was alone under the tree when I heard the first shot.

Coroner: With your rifle?—No, I had put it back in my room at 4.45. The first shot was about 5 p.m. and came from the direction of the front of the station. I thought it was the report of a sporting gun and remained under the trees.

Coroner: You can't distinguish the crack of a rifle from the report of a sporting gun after five years in the police force?—They are the same.

They are entirely different.

Gurdit Singh continued that after the second shot he saw Sgt. Madgwick coming up the path and the third shot followed. He did not realise that anything was wrong until he saw Sgt. Madgwick run into the Married Quarters.

Coroner: Did you look to see who was firing?—No.

"Simply Bolted."

You simply bolted?—Yes. I ran across the compound into the barrack room and heard many more shots.

Could you say whether they were revolver or rifle shots?—I can distinguish the sound but was in too much of a hurry to do so then.

Why?—When firing is going on one is apt to get into a panic.

Continuing his evidence, Gurdit Singh said he did not see anyone come past his door except the station guard, B722. He had a revolver in his right hand. Witness saw Dalip Singh go into the station by the back door and no one else.

Coroner: Not even a Chinese or anybody?—No.

Witness said that he then ran through the passage to the big Indian barrack room which he entered by the door by the charge room. As he came out of his room he had a clear view of the compound and saw no one there. He did not see Chajja Singh or Dalip Singh there. Later he saw Dalip Singh through a window of the big barrack room. This was the window nearest to the kitchen.

Dalip Singh was then running towards the back of the station. When witness first saw him he was at the top of the slope leading from the station, four or five yards from the south-west corner of the station.

Coroner: He was running toward the compound gate?—Yes. He had a rifle which was held at the ready.

Proceeding, witness said that he saw Dalip Singh fire two shots in the direction of the Indian Married Quarters. Witness fired five shots at him with his rifle. Three shots were fired while Dalip Singh was in sight, and two more after

he had disappeared round the corner.

"Was in a Hurry."

Coroner: Why did another two shots after the man was out of sight?—I was in a hurry!

Indian Lance-Sergeant B349 was the senior officer in the big barrack room, and he ordered witness and the other three constables in the room to man the windows.

Replying to the Coroner, the witness said that the door leading to the charge room was slightly open so that they could see through to the charge room from where they were.

In the course of further evidence, the witness said that he heard several more shots fired upstairs and some outside. He did not see Dalip Singh again. The station guard sent a telephone message for assistance at 5.10 p.m. Witness did not himself go into the charge room.

By the Coroner: Altogether, witness fired 22 rounds.

Coroner: Only three of which were at a visible target?—Yes.

What made you fire the other 17 shots?—We fired whenever we heard firing upstairs.

Addressing Mr. King, the Coroner remarked: "He presents a rather pitiful picture, I am afraid."

Mr. King: I agree with you!

Mr. King then assumed the examination of the witness and asked him why he had waited to put on his boots, and witness replied: "As a safeguard!"

Coroner: Against what, bullets?—That is our order.

Mr. King: You started to put on your boots before you heard the alarm?—Yes, because I heard firing.

Coroner: You say it is part of your instructions to put on your boots first?—Yes.

Mr. King confirmed this, saying that the order was first to put on boots and then to get rifles.

Answering Mr. King, witness said that it was after he had put on his boots that the alarm went. He did not say anything to the station guard when he first heard firing, not even when the latter ran past. The station guard did not call out anything to witness as he went past. Witness was the first to enter the big barrack room.

Coroner: As you ran through the passage did you see anything?—Yes, I saw the station guard going into the charge room to switch on the alarm. I was right on his heels.

Continuing, witness said that after switching on the alarm, the station guard went into the big barrack room and aroused Lance-Sergeant B349 and the other constable.

Mr. King: Was B722 (the station guard) in the big barrack room when you fired your first five shots?—No.

Coroner: He went out again?—Yes.

Fired at Dalip Singh.

Mr. King: If what you say is true, after the station guard had aroused the others Dalip Singh was still outside and you fired at him?—Yes.

When the question was put again by Mr. King to make absolutely sure on that point, the witness said: "I fired the five shots and B722 roused the others simultaneously."

Coroner: The fact remains that when all were aroused B643 (Dalip Singh) had not entered the compound yet?—Yes.

Further questioned by Mr. King, witness said that they had had practice alarms at the station and it was his duty to go to the ground floor verandah outside the charge room with his rifle.

Coroner: You admit that you did not go to your post?—Yes. I went there later.

What do you mean later?—I did not go. I could see from the position in which I was.

By Mr. King: Witness did not see the station guard fire any shots.

By the Coroner: He heard several shots in the passage outside. These were at the same time as witness was firing.

Coroner: At the same time as you were firing at the man outside? What lies are these?—He fired after the others had been aroused.

Jail for Next Lie!

Coroner: Be more careful. If I catch you lying again you go straight to jail!

Questioned by Mr. King, witness said he fired the other seventeen shots when it was still light. When he fired the outer wooden shutters were open. They had been open all the time.

Coroner: I gather that at no time you saw B643 (Dalip Singh) in the passage by the charge room or in the charge room?—No.

The Coroner, addressing Mr. King, said that he would like to know if any evidence was being produced by the Police to show that when the rescue party entered the station, the charge room door was open.

Mr. King said he would go into the matter. He understood from Mr. Murphy that as far as the late shots at him with his rifle. Three shots were fired while Dalip Singh was in sight, and two more after

yet got any evidence as to the time

## NEW ADVERTISEMENTS.

## ROYAL HONG KONG YACHT CLUB.

## "TREVESA" TROPHY.

THE 14TH BI-ANNUAL RACE for Ships' Lifeboats will be sailed on MONDAY, the 22nd September, starting at 4 p.m. Each Ship may enter any number of boats.

COURSE:—Start from Channel Rocks; thence to Kowloon Rock (P), Mark off Yacht Club (S), Cust Rock Mark (P), finish across Yacht Club line West to East.

Competing Boats should be in position at the starting line by 3.30 p.m.

Ships proposing to enter boats are requested to notify the Hon. Secretary, R.H.K.Y.C., not later than Noon on the 22nd September.

M. I. DE VILLE,  
Hon. Secretary, R.H.K.Y.C.  
Hong Kong, 20th August, 1930.

## SHADOWS BEFORE

## COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Function.  
Sept. 4—H.K.Y.D.C. (Portuguese Co.), annual dinner and dance, Club de Recreio, Kowloon.

Entertainments.  
To-day — Queen's Theatre, "Dames Ahoy!"

To-day — Star Theatre, "Senorita."

To-day — World Theatre, "Redeeming Sin."

To-day — Majestic Theatre, "The Legion of the Condemned."

To-day — Central Theatre, "Illusion."

Sports.  
See Special Sports Diary on page 8.

Home Mails.  
To-morrow—Inward from Europe via Negapatam (Hakone Maru), from Europe via Siberia (Kamo Maru); Outward for Europe via Siberia (Hakone Maru), 3.30 p.m.

Lammetts' Auctions.  
To-morrow—At Sales Room, Duddell Street, household furniture, 2.30 p.m.

August 25—26—At 3 and 4 The Albany, household furniture, 10.30 a.m.

August 27—At Godown 18, H.K. & K. Wharf Godown Co., Ltd., Kowloon, miscellaneous goods, s.l. "Seagull," locomotive boiler, and steam crane, 10.30 a.m.

Miscellaneous.  
September 29—Hong Kong Stock Exchange Settlement Day for September.

## CAUGHT IN LAVA.

## FATE OF SIX JAPANESE CLIMBERS.

Tokyo, Yesterday.  
Six Japanese mountain climbers, including two women, perished in a violent eruption of the volcano Asama, north-west of Tokyo, at 8.30 this morning, when strong earthquake shocks were felt in the surrounding region.

The victims were caught in the lava flow, 2,000 feet below the crater.—Reuter.

When Dalip Singh entered the charge room to get the Lewis gun. It would appear at present, that it was after he had gone up and murdered Mrs. Madgwick and got the Lewis gun. That was hardly to the credit of the other four men. They should have gone in and removed the gun.

In Case of Emergency.  
The Foreman of the Jury, asked whose duty it was to move the Lewis gun in cases of emergency. Mr. King replied that there were four in the team and after each had carried out his particular duty he was to join the team in the charge room.

The Foreman: How long were you in the barrack room before the station guard arrived?—About two seconds.

Were the other constable and Sergeant in the barrack room asleep when you went in?—Yes.

The Foreman: My recollection is that some shots were fired through the wooden shutters of the barrack room.

Mr. King: I agree with the Foreman's recollection. That was why I put the question to witness. The window was on the west side.

The Coroner (to witness): How do you account for the fact that there were bullet holes in the shutters on the west side?—They were half-open.

The Foreman: You saw B548 (Dalip Singh) through the glass window and through the partly open shutters? Is that correct?—Yes.

The enquiry was adjourned until 2.15 on Friday.

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DB104—Alice, Where Art Thou?  
5628—Miner's Dream of Home  
5545—Father's Favourites—Medley

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## Sport Columns

UMPIRES' ERRORS AT  
BRADFORD.County Rules Do Not  
Apply to Australians.Bradford, July 10.  
Three amazing incidents occurred  
in Australia's innings against York-  
shire yesterday. Bradman, who at-  
tracted the crowd to Bradford, was  
wrongly given out by the umpire.Bradman hit the ball, which  
struck his pad. Under the new rule  
applying to county cricket, Bradman  
was out, but this rule does not apply  
to matches in which the Australians  
are concerned.Exactly the same thing happened  
to Jackson, who gazed at the  
umpire, stupefied after the decision  
was given.Jackson, who is fighting hard for  
a place in the Test team, was  
crestfallen. He told me that he was  
greatly disappointed, and that he  
cannot make headway.For the umpires it must be said  
that they are accustomed to county  
rules, and no doubt overlooked the  
fact that these rules do not apply  
to Australian games.In fact, Barber, the captain and  
other Yorkshiremen, subsequently  
apologised for the mistakes.The third incident concerns  
Richardson's dismissal. Richardson  
did not know what happened after  
hitting the fatal ball. When he  
looked round he saw the ball in the  
hands of a slipfielder. One York-  
shireman behind the wicket remark-  
ed, "Well caught."Nobody appealed, and the umpire  
did nothing, but Richardson walked  
to the pavilion.Only later did Richardson learn  
that he was not out. Richardson  
explained that he did not care to  
appeal to the umpire because he was  
uncertain and that it might have  
looked unsportsmanlike had he stood  
in his crease.Ponsford admitted, however, that  
the umpire let him off before he  
reached his century when he should  
have been run out easily.[The country rule referred to  
reads:—"That the striker be given  
out lbw under law 24, even though  
the ball may have hit his bat or  
hand."Law 24 (leg before wicket rule)  
reads:—"The striker is out if with  
any part of his person he stops the  
ball, which, in the opinion of the  
umpire at the bowler's wicket, shall  
have been pitched in a straight line  
from it to the striker's wicket and  
would have hit it."]

## Our Sports Diary

## LOCAL.

Water Polo—Tomorrow—  
Division I.—R.A. v. Chinese  
Athletic.Monday—Division I.—Kow-  
loon v. Navy.Ping Pong—August 22—En-  
tries close for Leagues and  
ladies' and men's single cham-  
pionships.Lawn Bowls—Saturday—  
Division I.—Craigengower C.C.  
v. Talkoo R.C.; K.C.C. v. Civil  
Service C.C.; Kowloon Dock  
R.C. v. Police R.C.; K.G.B.C.  
v. Club de Recrelo; Division  
II.—Talkoo R.C. v. C.C.C.;  
C.S.C.C. v. K.C.C.; Club de Re-  
crelo v. K.B.C.C.; Yacht Club v.  
Electric R.C.Baseball—Saturday—Fill-  
pino v. Japanese.Sunday—South China v.  
Kiora.Racing—September 27—  
Seventh Extra Race Meeting.  
October 10 and 11—Eighth  
Extra Race Meeting.Football—October 1—En-  
tries close for Challenge  
Shield.Aquatics—August 31—En-  
tries close for V.R.C. Night  
Fete, 6 p.m.September 6—Entries close  
for Police Reserve Race at  
Police and Prison Departments  
aquatic sports; V.R.C. Night  
Fete.September 13—Police and  
Prison Departments Aquatic  
Sports, V.R.C.Polo—September 20—Gym-  
khana, Polo Ground.Rowing—September 22—  
Trevessa Trophy, 4 p.m.

## HOME

Cricket—To-day—Fifth  
Test Match: The Oval, London.  
Racing—September 10—St.  
Leger, Doncaster.  
September 12—Doncaster  
Cup.BOARD OF CONTROL  
CONDEMNED.Not Fit to Direct Aussie  
Cricket Says Joe DarlingHobart.  
Commenting on Mr. Kelly's state-  
ment of the unsatisfactory pro-  
gramme of cricket matches in Eng-  
land, Joe Darling, former Austral-  
ian Eleven captain, said to-day that  
the Board of Control had further  
demonstrated its ineptitude for the  
position.The board should include some  
former Australian Eleven men, he  
said, who had knowledge of English  
conditions. It was hardly fair to  
ask players in England to travel on  
the night the test was finished, for  
all test men knew the strain felt  
after such a game.He thought that the programme  
for the English players in AustraliaFOR CONCISE AND  
EXPERT VIEWS.ON THE  
TEST MATCH.

## READ

The China Mail  
DAILY.gave men a much lighter time than  
that for the Australian Eleven in  
England.He said emphatically that the pre-  
sent Board of Control was not fit  
to control Australian cricket. To  
realise that, he said, it was only  
necessary to compare it with the  
Marylebone Club, whose committee  
was composed practically of old  
international players who had been  
to Australia.

## BASEBALL.

RESULTS OF LEAGUE GAMES IN  
AMERICA.

New York, Yesterday.

The following are the results of  
games played in the National  
Baseball League to-day:

National Baseball League.

Pittsburgh 5 Boston 0  
Cincinnati 2 Brooklyn 1  
St. Louis 5 New York 4  
Chicago 8 Philadelphia 10American League.  
Washington 14 St. Louis 4  
Philadelphia 10 Detroit 6

—Reuter's American Service.

## WATER POLO.

EASY WIN FOR THE  
SOMERSETS.The Somersets had an easy  
victory in a senior League water  
polo game last night with the Chi-  
nese Bathing Club, their advantage  
in weight, telling the tale. The  
Chinese goalkeeper was off form,  
too, which made matters simpler for  
the soldiers.The Somersets put on three goals  
in the first half, and put on four  
more after the interval. The  
Chinese could reply with only one.  
Skinner, in the Somersets goal,  
being largely responsible for  
keeping the score down.L.T.A. AND ALL ENGLAND CLUB  
INTERWORKING.

London, July 10.

At the recent annual dinner of the  
Lawn Tennis Association reference  
was made by Lord d'Abernon and  
Mr. H. W. Wilberforce, to the pros-  
pect of a close connection between  
the Lawn Tennis Association and  
the All England Club in the conduct  
of the championship meeting at  
Wimbledon. The latter founded  
Wimbledon and was at one time the  
M.C.C. of lawn tennis. The L.T.A.,  
however, became the governing body  
but the All England Club was left  
in undisputed possession of the  
Championship meeting. It is con-  
ceivable that, since the nations of  
the world are now banded together  
as members of the International  
Federation, the feeling is gaining  
ground that our championship  
meeting, the oldest in the world,  
ought to be managed by the body  
which represents our country on  
the Federation. What will now  
happen is that probably the manage-  
ment of Wimbledon will become  
more than ever a joint affair, with  
the L.T.A., possibly, as the avowed  
predominant partner and that in re-  
turn for this the All England Club  
will become the recognised, and  
official headquarters of the game  
and the place to which all official  
contests held by the L.T.A. will be  
primarily allotted. Singapore Free  
Press.

## TENNIS.

I.R.C. GAINS PREMIER  
HONOUR.

## MIXED DOUBLES.

The mixed doubles champion-  
ship goes to the Indian Recrea-  
tion Club this season when they  
defeated the U.S.R.C. yesterday by  
a comfortable margin of six sets  
to three.The Indians have the distinc-  
tion of going through the season  
without a defeat, and this is the  
first occasion on which they have  
won the Dunlop Shield. The  
scores were:—I. Goldman and Mrs. Taylor  
(U.S.R.C.) beat S. A. Rumjahn and Miss  
Rumjahn 6-1  
beat H. D. Rumjahn and Mrs.  
Gull 6-3  
beat C. A. L. Rumjahn and  
Mrs. McCaw 6-3Grimble and Mrs. Keary  
(U.S.R.C.) beat S. A. Rumjahn and  
Miss Rumjahn 4-6  
lost to H. D. Rumjahn and  
Mrs. Gull 3-6  
lost to C. A. L. Rumjahn and  
Mrs. McCaw 3-6Col. Skinner and Mrs. Deek  
(U.S.R.C.) lost to S. A. Rumjahn and  
Miss Rumjahn 2-6  
lost to H. D. Rumjahn and  
Mrs. Gull 1-6  
lost to C. A. L. Rumjahn and  
Mrs. McCaw 2-6

## Hong Doubles.

The first round in the Hong  
tennis doubles tournament was  
completed yesterday, when the  
last two matches were played off.  
G. S. Hugh Jones and J. T. Prior  
(sec.) defeated J. D. H. Crawford and  
R. Hinton (rec. 5/6) 5-7, 6-3, 9-7.  
C. S. Howard and R. C. Strachey  
(2/6) beat F. L. Teifer and T. Low  
(rec. 1/6) 9-11, 6-4, 8-6.BRITISH FAILURES  
IN U.S.

## Tilden's Return.

Newport, Yesterday.

The following are the results of  
the quarter finals in the invita-  
tion tournament at the Rhode  
Island Casino.W. Allison beat E. R. Avory  
6-2, 6-4, 6-1.  
V. Van Ryn beat S. J. Perry  
6-2, 7-5, 6-8, 6-3.G. M. Lott beat Keith Gledhill  
6-1, 6-2, 6-4.  
W. T. Tilden beat Clifford  
Shutter 7-5, 4-6, 6-3, 2-6, 8-6.

—Reuter's American Service.

## BETTY NUTHALL.

Forest Hills, Yesterday.

In the third round of the Ameri-  
can Lawn Tennis Championship at  
Forest Hills to-day Betty  
Nuthall defeated Edith Cross 6-0,  
6-3. Sarah Palfrey, Betty's part-  
ner in the doubles, lost to Dorothy  
Wesel 2-6, 8-6, 4-6.In the second round of the  
doubles Betty Nuthall and Sarah  
Palfrey beat Mary Greef and  
Dorothy Wesel 6-1, 6-8. —Reuter's  
American Service.

## How Do You Sit In A Chair?

Bolt upright or at your ease.

You probably wonder what  
there is in this. But the position  
which people adopt when sitting  
is often an indication of the state  
of their health.You have observed the tense,  
bolt-upright position of some  
people even when occupying the  
most luxuriously upholstered  
chair. Sure sign of nervous ten-  
sion! They have never learnt to  
relax and rest properly and con-  
sequently they belong to the  
legions of nervy men and women.  
Then there is the type of per-  
son who collapses into a chair as  
if quite exhausted. He lolls back,  
with shoulders hunched and  
sunken chest, as though he never  
intended to get up again. Indeed,  
he does not appear to have  
enough energy to do anything but  
loll about in easy chairs. This  
man is obviously debilitated, and  
like the nervy person, his trouble  
is due to impoverished blood.  
Both require building up by a re-  
liable blood and nerve tonic be-  
fore their condition develops into  
the more serious consequences of  
anemia. Among these are  
neurasthenia, exhaustion, indiges-  
tion, rheumatism and general  
weakness. But all conditions of  
anemia, whether slight or seri-  
ous give way before the world  
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weapon for combating all dis-  
orders of the human organism.  
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## INWARD MAILS

From	Per
THURSDAY, AUGUST 21.	
Shanghai & Swatow	Soochow
Shanghai and Amoy	Sinkiang
Amoy	Talamba
FRIDAY, AUGUST 22.	
Japan, Shanghai and Europe via Siberia	Kamo Maru
(London, July 29)	
Europe via Nagasaki (Letters and Papers)	
(London, July 24)	
SATURDAY, AUGUST 23.	
U.S.A., Honolulu, Japan, Shanghai (San Francisco, July 25) and Europe via Siberia	Hakone Maru
(London, Aug. 2)	
Shanghai and Swatow	President Polk
Calcutta and Straits	Szechuen
Japan	Ginyo Maru

## OUTWARD MAILS

For	Per
THURSDAY, AUGUST 21.	
Samshui and Wuchow	Kochow 4 p.m.
Saigon	Shun Chih 4.30 p.m.
Manila, Australia & New Zealand via Thursday Island	
FRIDAY, AUGUST 22.	
Holhow, Pakhoi & Haiphong	Menado Maru 8.30 a.m.
Wei-Hai-Wei via Swatow and Fochow	Irisbank 10 a.m.
Swatow, Amoy & Fochow	Huichow 10 a.m.
Shanghai, Japan and Europe via Siberia	Haiching 1 p.m.
Nauru and Ocean Island	Hakone Maru 3.30 p.m.
Tourane	Apoy 3.30 p.m.
Shanghai	Chung Kong 5 p.m.
	Patroclus
	Registration Aug. 22, 5 p.m.
	Letters 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Kamo Maru (Due Marseilles, Sept. 22.)
	G.P.O.
	Registration Aug. 23, 8.45 a.m.
	Letters Aug. 23, 9 a.m.
SATURDAY, AUGUST 23.	
Straits & Calcutta	Talamba
	Parcels Aug. 23, 12.30 p.m.
	Letters 1.30 p.m.
Japan, Canada, U.S.A., *C. & *S. America and *Europe via Victoria, B.C.	Protestant (Due Victoria, B.C., Sept. 16.)
	Registration Aug. 23, 9.45 a.m.
	Letters 10.30 a.m.
Straits	Dardanus 5 p.m.

\*Superscribed correspondence only

## NIAGARA FOR DEATH OR NOTORIETY.

## Braving Famous Torrent in Barrels.

## CENTURY OF SENSATIONS.

The Niagara Falls have claimed another victim, a chef who called himself a Greek philosopher.

Why a philosopher, or even a chef, should have wanted to go over Niagara in a barrel, passes comprehension. This, and all other feats of foolhardiness, have been literally "done to death" in and over the famous falls and rapids.

More than 30 years ago, there was a perfect fever for shooting the rapids and whirlpool in oak barrels and barrels of steel. Dozens of adventurers came safely through the ordeal, and many others were hauled out of the water far below the falls, either maimed or dead.

The pioneer of this special sort of madness was a man named Sam Patch, who, in 1829, dived into the Niagara River below the falls from a height of 97 feet. Twice he performed this feat; but when he tried to repeat it a third time, he was killed.

The barrel fever was a disease of much later date. It probably had its origin in the well-remembered tragedy of Captain Webb, the famous English swimmer, who was lost when trying to swim the rapids in 1883.

Three years later, Carlisle D. Graham, a Philadelphia cooper, announced that he had constructed a barrel in which he would navigate the rapids and whirlpool. It is 44 years now since the intrepid Graham was launched on the rapids in his strange craft, which carried him safely the full length of the roaring Niagara Gorge. Four times did Graham vainly court death in this fashion. On one trip, he was accompanied by two other men, Potts and Hazlett, both coopers; and soon afterwards Potts and Miss Sadie Allen got into a barrel together and made the perilous journey safely.

Former Barrel Tragedy. Graham's last barrel voyage was performed in 1901, and one of its unfortunate results was to stimulate the ambition of Miss Maud Willard to make a similar trip alone. Graham obligingly lent his barrel, and it was arranged that he should swim from the whirlpool to Lewiston—a feat never before performed—while she drifted down the rapids.

In every previous case, barrels cast into the rapids, had been recovered below within about an hour. In this instance, however, the hapless woman enclosed in Graham's barrel (with her dog for company) was adrift for more than five hours. When at last the barrel was landed, she was dead, although the dog still lived.

On the very day before this melancholy affair, Miss Martha Wagenfuehrer had earned the distinction of being the first woman to shoot the rapids in a barrel alone. Anna Edson Taylor seems to have been the first woman, if not the first human being, to go over the Horseshoe Falls in a barrel and escape with her life. She performed the feat only about six weeks after the tragedy of Miss Willard.

Two years earlier, Steve Brodie had done perhaps an even more extraordinary thing by going over the falls in an india-rubber suit, reinforced by steel bands. He was brought ashore battered and insensible, but survived and became a notable New York publican.

Bobbie Leach's trip over the falls in a steel barrel is a much more recent event; and it is only two years since Jean Laussier followed the same course in an enormous rubber ball.

Niagara is a great place for sensations. Blondin electrified the civilized world when he first crossed the falls on a tightrope in 1859. He repeated the performance over and over again in 1859 and 1860. One of his feats was to lower a cord to the old Maid of the Mist in the water below and draw up a bottle of liquid refreshment. On another occasion he cooked an omelet in mid-air and lowered it to the Maid of the Mist for consumption.

As early as 1864, Blondin had his imitators at Niagara. Farini was the first, and there have since been dozens of others. In 1887, Stephen Peere was killed, and left a wire cable across the falls, which was subsequently used by a succession of gymnasts. A man, named McDonnell even rivalled the immortal Blondin by crossing the rope with his feet in baskets, and by hanging from it head downwards.

A later adventurer rode across on an inverted bicycle hanging from the rope; and Samuel J. Dixon, a Toronto photographer, performed amazing feats, which were not excelled even by that "world's champion," Charles Calverley, when he first crossed Niagara forty years after Blondin.

An Amy Johnson. The Amy Johnson among Niagara tightrope walkers was Signorina Maria Spelterini, who not only got safely across time after time, but even did the journey with her feet in baskets. As a contemporary writer observed, "she established the fact that a woman is as level-headed as a man." Amy Johnson has but re-established it.

## TOURIST TRAFFIC.

## STEADY INCREASE IN VISITORS TO BRITAIN.

In four years 1925-29, foreign visitors to the United Kingdom have increased by 38 per cent., from 172,760 to 238,391.

In the grand total of 457,414 foreigners landed during 1929 visitors on holiday and tourists number 238,391 and business visitors 93,013, the increases being 13,576 and 1,480 respectively.

United States visitors again provided the bulk of tourists, and numbered 102,455, as compared with 101,851 in 1928. Other tourist visitors included:

French	30,894
German	28,850
Dutch	16,999
Italian	5,605
Scandinavian	11,455

The number of French visitors in all classes, residents returning, business men, and others, was 65,202, a number which contrasts strongly with the latest available comparative figures issued by the French Government, from which it appears that 880,515 British subjects visited or passed through France during the same period.

## SHIELDING A WOMAN

## MARRIED MOTORIST HIDES COMPANION'S NAME.

A married man who accepted the blame for a motor-car accident rather than divulge the name of his woman companion, who was driving the car, faced a charge of homicide by misadventure in a Paris court. The victim of the accident was the son of a Paris municipal councillor, and it was proved at the trial that the car was driven by a woman who was not the wife of the accused man.

Witnesses declared that a woman drove the car, but the accused man insisted that he was responsible for the accident.

Intervening in the puzzling situation, defending counsel submitted that he was acting out of gallantry and that no conviction could be entered against him. The man then admitted that he accepted the blame because he thought that by that means he would not need to divulge the name of his companion. The jury acquitted him.

## RADIO

## TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 865 metres:—  
6 p.m.—Auntie Pat, Uncle Jeff and Uncle Dick will try to entertain the Kiddies.

6.30 p.m.—European Programme of Victor and H.M.V. Records selected and supplied by Messrs. Moutrie & Co.  
"Rienzi"—Overture (Wagner), Philadelphia Symphony Orchestra (5824).  
"Rienzi"—Closing Scene, Philadelphia Symphony Orchestra (5825).  
"The Garden of Allah" (Marshall), "Stars of the East" (Lohr), Peter Dawson, Bass Baritone (C1639).

"Ziegfeld Folies Medley" (Berlin), Nat Shilkret & the Victor Orchestra (35845).  
"Evening Song" (Schumann), "Jocelyn—Berceuse" (Godard), Pablo Casals, Piano Solo (5630).

"Dreams of Schubert"—Medley Waltz, Hungarian Rhapsody Orchestra (35921).  
"Mighty Lak' a Rose" (Nevin), "Just Keepin' On" (Phillips), Paul Robeson, Bass (3199).  
"Reminiscences of Scotland" (Godfrey), The Band of H.M. Royal Air Force (1230).

"Because" (D'Hardelot), "The Gentle Maiden" (Somercell), Walter Glynn, Tenor (58210).

"Martha"—Selection (Flotow), The Band of H.M. Coldstream Guards (C1453).  
"Early Rag-Time Memories", Jack Hylton and His Orchestra (C1653).  
"The Daughter of the Regiment" (Danizetti), The La Scala Orchestra, Milan (C1654).

8 p.m.—Chinese Studio Concert.  
9 p.m.—Weather Report.  
Chinese Programme continued.  
10.30 p.m.—Close Down.

## EXCHANGES

## TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/3 7/8
Bank, on demand	1/3 7/8
Bank, 4 months' sight	1/4
Credits, 4 months' sight	1/4 9/16
Documentary, 4 months' sight	1/4 11/16
On Paris—	
On demand	820
Credits, 4 months' sight	860
On New York—	
On demand	32 1/2
Credits, 60 days' sight	33 1/2
On Bombay—	
Wire	89 1/2
On demand	89 1/2
On Calcutta—	
Wire	89 1/2
On demand	89 1/2
On Singapore—	
On demand	57 1/2
On Manila—	
On demand	64 1/2
On Shanghai—	
On demand	Tls. 82
Dollar	10 1/2 % dis.
On Yokohama—	
On demand	65
Sovereigns (Bank's buying rate)	1/4 5/8
Silver (per oz.)	16 11/16
Bar Silver in Hong Kong	
Kong	3 % dis. nom.
Copper Cash	Nominal
Copper Cents	3 % prem.
Rate of Native Interest	3 1/2 % p.a.
Chinese Sub. Coin	23 % dis.
Hong Kong Sub. Coin Par.	

## LONDON EXCHANGES

Rugby, Yesterday.	
Paris	123.81
New York	4.87 1/2
Brussels	34.845
Geneva	25.04
Amsterdam	12.08
Milan	92.98
Berlin	20.39
Copenhagen	18.12
Oslo	18.165
Vienna	18.17
Prague	34.455
	184 3/32

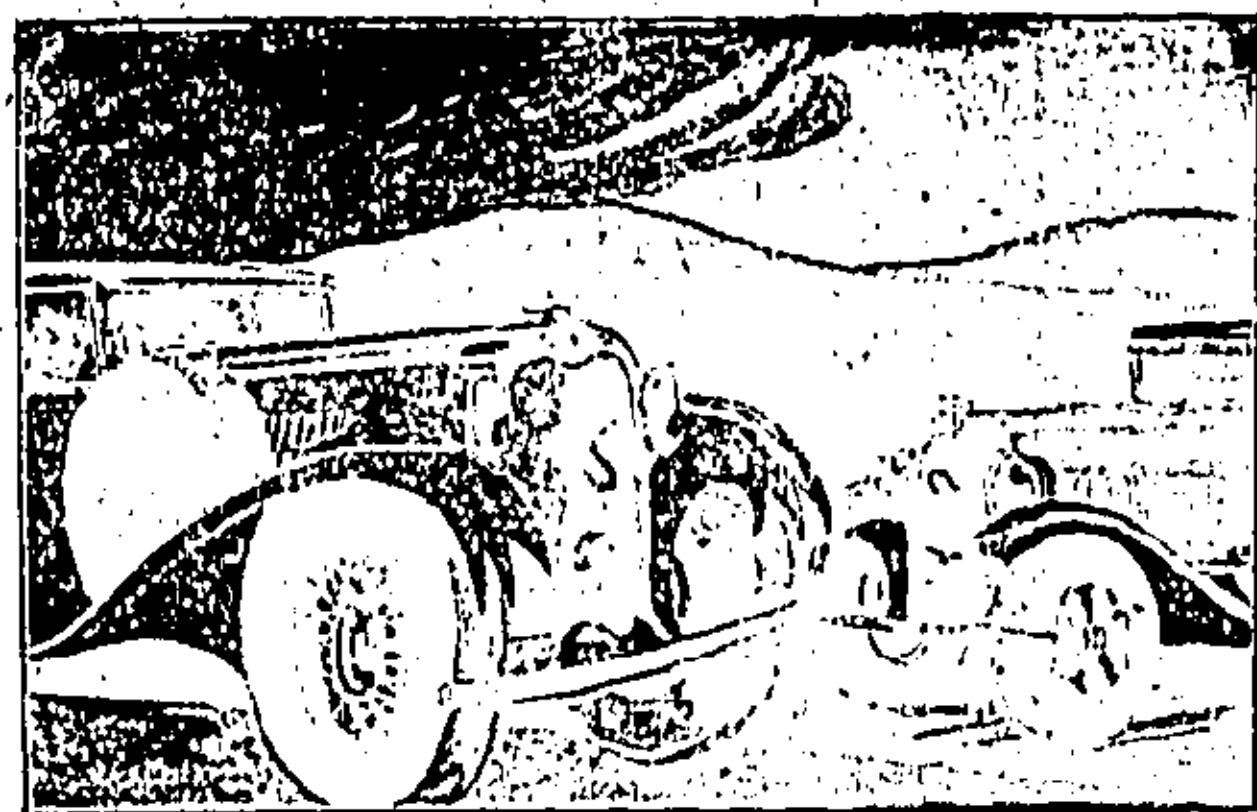
## HONG KONG STOCK EXCHANGE.

## Opening Daily Official Quotations 21st August, 1930.

STOCK	Buy- ers	Sell- ers	Sales	Nom.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	\$	1445			Dec.	(Interim 23 s/c 1929 for 1928) = \$46.45 Apr. 11, 30
Chartered Bank			10 1/2		Dec.	(Final 7 s/c 1929 for 1928) = \$17 1/2 Apr. 9, 30
Mercantile Bk., A.B. & C.			37		Dec.	(Final 2 1/2 s/c 1929 for 1928) = \$17 1/2 Apr. — 30
Bank of Asia	\$		12 1/2		Dec.	\$4 for 1929 Feb. 22, 30
Insurance.						
Canton Ins.	\$		945		Dec.	(Final 27 s/c 1929 for 1928) = \$45 May 15, 30
Union Ins.	\$	498			Dec.	(Final 14 s/c 1929 for 1928) = \$2 May 30, 30
China Underwriters	\$	21	2 1/2		Dec.	None May 30, 30
China Fire Ins.	\$	400			Dec.	(Final 8 s/c 1929 for 1928) = \$18 May 30, 30
H. K. Fire Ins.	\$	97 1/2			Dec.	(Interim 8 s/c 1929 for 1928) = \$17 for 1929 Mar. 24, 30
Shipping.						
Douglases	\$	27			Dec.	Last dividend for 1929 Mar. 4, 30
H. K. Steamboats	\$	21 1/2			Dec.	\$1.50 for 1929 June 10, 29
Indo-China (Pref.)	\$		49		Dec.	(12 s/c 1929 for 1928) = \$12 1/2 June 10, 29
(Def.)	\$		40		Dec.	Last dividend for 1929 July 8, 30
Shell Transports	\$		97 1/2		Dec.	(Final 2 s/c 1929 for 1928) = \$2 Mar. 10, 30
Union Waterboats	\$		32		Dec.	\$1.50 for 1929 Mar. 10, 30
Mining.						
Benguet	\$		8 1/2		Dec.	Interim 15 cents a/c 1930 Apr. — 30
Kailan Mining Ad.	\$		26 3/8		June	(Interim 1 s/c 1929 for 1928) = \$1 June — 30
Langkat	\$		8 1/2		Oct.	(Coupon No. 37 for year 20-5-30) May 8, 30
Shai Exploration	\$	1.80			Dec.	None May 8, 30
Loans	\$	5 1/2			Dec.	Interim T. 0.25 a/c 1930 July 1, 30
Raubs	\$		22 1/2		Mar.	Final 10 s/c 1929 for 1928 June 10, 30
Tromm Mines	\$				Dec.	Interim 4 s/c 1929 for 1928 Mar. 31, 30
Docks, Wharves, Godowns, &c.						
H. K. & S. Wharves	\$	165			Dec.	\$0 for 1929 Mar. 12, 30
H. K. & W. Docks	\$	89			Dec.	Last dividend for 1929 Mar. 12, 30
China Provident	\$	5.10	5.05		Dec.	Last dividend for 1929 Mar. 31, 30
Hongkewat	\$	260			Dec.	Final T. 12 s/c 1929 Feb. 25, 30
N. Engineering	\$		7 1/2		Dec.	T. 0.50 for 1929 July 30, 30
Shanghai Docks	\$	110			Apr.	T. 7 for year 22-5-30 July 30, 30
Lands, Hotels & Buildings.						
H. K. & S. Hotels	\$	10 1/2			Dec.	50 cents for 1929 Apr. 7, 30
H.K. Lands C/R	\$	80			Dec.	Interim 2 s/c 1930 Aug. 8, 30
X/R	\$		70		Dec.	Interim T. 3 s/c 1930 July 31, 30
Rights	\$	16			Dec.	80 cents for 1929 May 7, 30
Shanghai Lands	\$		287		Dec.	Interim 30 cents a/c 1930 Sep. 4, 30
Humphreys	\$	16			Dec.	\$5 for year 22-5-30 July 31, 30
H. K. Realities	\$	9.40			Dec.	Interim 30 cents a/c 1930 Sep. 4, 30
Chinese Estates	\$		87		Feb.	\$3 for year 22-5-30 July 21, 30
Cotton Mills.						
Ewo Cottons	\$	12	11.65	12	Dec.	Final T. 2 s/c 1929 Mar. 17, 30
Shanghai Cotton	\$		83		Dec.	(T. 325 s/c old) for half year (T. 245 new) 30-4-30 May 25, 30
Zoong Sings	\$		9 1/2		Oct.	T. 0.50 for year 21-10-29 Oct. 11, 29
Public Utilities.						
H. K. Tramways	\$	18.40	18.40	18.40 1/2	Dec.	Interim 40 cents a/c 1930 Aug. 27, 30
Peak Trams (old)	\$	12 1/2			Apr.	50 cts. on old) for year 1929-30 June 10, 30
(new)	\$	6.15			Dec.	\$4 for 1929 Feb. 14, 30
Sa. Electric	\$		88		Dec.	Int. 3 s/c a/c 1929-30 May 13, 30
China Light (old)	\$	23.00	23 1/2	23.00	Sept.	Int. 25 cts. a/c yr. 30-4-30 Mar. 12, 30
(new)	\$	23.00			Dec.	\$2.50 for 1929 Mar. 12, 30
H. K. Electric	\$	77 1/2			Dec.	
Macao	\$		23		Dec.	
Sandakan Lights	\$	11 1/2			June	None Aug. 1, 30
H.K. Tel. fully paid	\$	22 1/2			Dec.	Int. (10 cents) a/c 1930 Feb. 25, 30
part paid	\$	22 1/2			Dec.	T. 2.00 for 1929 Feb. 25, 30
China Bus	\$	18 1/2			Dec.	
S'port Tractions (Ord.)	\$	10 1/2			Sept.	(1 1/2 on preference shares) Subject to income tax Feb. 6, 30
(Pref.)	\$		18 1/2		Dec.	
Industrials.						
China Sugars	\$	1 1/2			Dec.	In Liquidation Apr. 11, 30
Malayan Sugars	\$	27			Dec.	P. 8 for 1929 Apr. 30, 30
Cald. Marg. Ord.	\$	10 1/2			Dec.	(T. 0.50) 7 months 1929 Apr. 30, 30
(Pref.)	\$	10.40			Dec.	
Canton Ice	\$	2.10			July	None Mar. 19, 30
Cements (com.)	\$	17.00	17 1/2		Dec.	(30 cents on old) for 1929 Mar. 19, 30
(old)	\$	12 1/2			Dec.	(40 cents on new) Mar. 19, 30
(new)	\$	3 1/2			Dec.	
H. K. Ropes	\$	10.80	11		Dec.	Last dividend for 1929 Mar. 19, 30
United Asbestos	\$		5		Dec.	
Stores, &c.						
Dairy Farms	\$	20 1/2	25.30		Dec.	\$1.50 for 1929 Mar. 14, 30
Watsons	\$	19			Oct.	70 cents for year 21-10-29 Mar. 31, 30
Der A. Wings	\$	1			Dec.	
Lanc. Crawfords	\$		9		Feb.	Last dividend for year 22-5-30 May 15, 30
Mackintosh	\$	16 1/2			Feb.	\$2 for year 22-5-30 May 15, 30
Sinceres	\$	11 1/2			Dec.	
Wm. Powells	\$		2.85		Feb.	25 cents for year 22-5-30 June 10, 30
Miscellaneous.						
H.K. Amusement	\$		25		Mar.	(22.00 on Preferred) for year (18.00 on Deferred) 21-5-29 July 25, 30
Ch. Entertainment	\$		10		Dec.	
H. K. Constructions	\$		1.90		Dec.	None Mar. 19, 30
B. Ind. G.S. Bonds	\$		62 1/2		Dec.	
H. K. Govt. Loans	\$		91 1/2		Dec.	Interest half yearly Mar. 19, 30
Foreign.						
Helsingfors		193 9/16				Bombay 1/5 3/4
Madrid		45.55				Shanghai 1/7 3/4
Lisbon		108.25				Hong Kong 1/3 7/8
Athens		875				Yokohama 2/0 11/32
Bucharest		818				Silver Spot & Forward — 16 11/16
Rio		4 18/16				— British Wireless Service
Buenos Aires		40 9/16				



# MOTORISTS THIS IS YOUR PAGE



"I wanted the truth  
so I went to a Kiddie!"

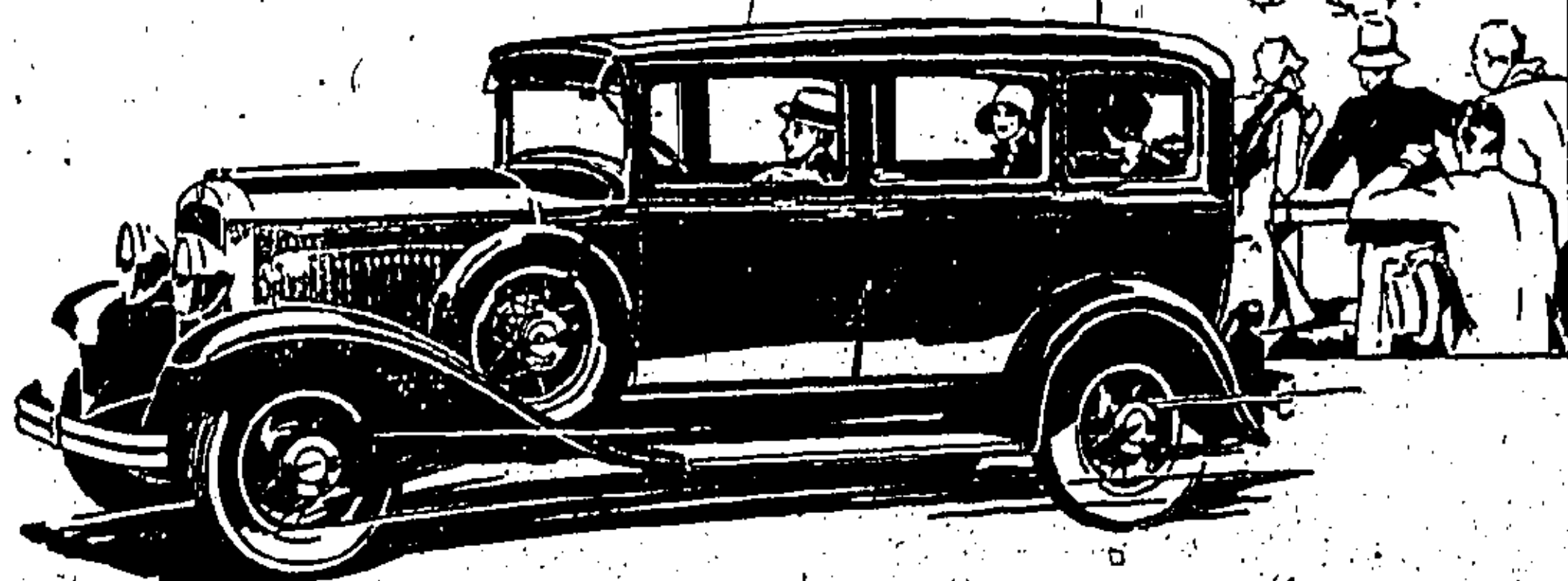
"ALTHOUGH I do not believe in advertising my private life in newspapers, I have been through such an amazing experience that I owe it to other cars to give them the benefit. I am one of the best sedans on the market, but I suddenly went all to pieces. Everyone avoided me. I could be pulled by a Ford faster than I could go myself. I felt as weak as water. The last straw came when, after I had passed a traffic signal a policeman overtook me ON FOOT! One day as I had reached the depths of despair, a little Whippet romped by me. And I asked the tiny tot to tell me the truth. The little darling answered three words — 'the New Mobiloil.' Inside of an hour I felt the difference. I felt that it would be easy to break all Speedway records. I can not urge my friends too strongly to give the New Mobiloil a trial."



## Mobiloil

## A RECORD-BREAKER

In Value—  
and in Volume



... From the very first day it appeared the De Soto Six has enjoyed enthusiastic public preference. Admiring its smartness, impressed by its quality, thrilled by its performance, owners everywhere pronounce the De Soto Six a sensational motor car. On the wings of this widespread prestige, De Soto Six sped to a top place in its field. The success of this car indicates the wisdom of inspecting it and driving it, for in no other way can you appreciate its unusual quality and value.

**WITH THESE FEATURES**  
Chrysler-designed, larger high-compression engines, using ordinary grades of fuel.  
Self-equalizing internal-expanding four-wheel weatherproof hydraulic brakes.  
Full-pressure lubrication—rubber engine mountings—counterweighted crankshaft—camshaft driven by silent chain—semi-automatic spark control—four hydraulic shock absorbers—fuel filter—air cleaner.

**De Soto SIX**  
CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.  
484-486, QUEEN'S ROAD, WEST.  
TEL. 25674.

### BRITISH CARS.

#### More Markets in the World.

Although the general and world-wide fall in commodity prices has of necessity had its reaction on the Motor trade, there is room for optimism for the future stability of the British Motor Industry, a survey of which shows that it is expanding its markets throughout the Empire in particular and in the world generally.

#### The Home Market And Exports.

The Imports of Cars, Commercial Vehicles and Chassis into Great Britain during the first four months of 1930 continued to show a downward trend, being of a total number of 5,828, value £933,925, as compared with, for the same period in 1929, 12,952, value £1,735,964, a decrease in number of 7,124 and in value of £802,039.

In view of trading conditions generally, and the period of financial difficulty recently experienced by an important market in particular, the decrease in British Exports of Motor Vehicles can be readily understood. In this connection, the figures are 11,279, value £2,572,577, for the period January-April, 1930, as against 14,074, value £2,802,047, in 1929. The fact that the Export Trade can now be said to be on a firmer basis than previously, is proved by the excess of Exports over Imports which, over the period mentioned this year, reached 5,451, value £1,638,652, as compared with 1,122, value £1,066,083, in 1929.

The Export Trade is, in fact, steadily improving and in many markets there is to-day apparent an increasing demand for British agencies, and it can definitely be said that the position is far more stable than at any time since the war.

The British victory in the recent Double-Twelve race at Brooklands is a further proof that British-built cars and their drivers can hold their own against any competition. Out of a field of 65, including some of the most prominent foreign speed cars and drivers, British cars finished in the first four places. A fine performance was also put up by the Austin Seven, which completed the twenty-four hours and finished first in its class. The team prize also went to the British "baby" class, the award being carried off by three M.G. midgeys.

#### Overseas.

In Australia enormous interest is being shown in the Golden Arrow, 75,000 people inspecting it at the Royal Easter Show at Sydney alone. This car will later proceed to New Zealand, and may in March, 1931, be exhibited at the British Trade Exhibition at Buenos Aires.

In South Africa far greater interest was shown than ever before in the British vehicles exhibited at the Cape Town and Johannesburg Motor Shows, resulting, it is believed, in increasing business to British manufacturers. Distributors who have not hitherto represented British manufacturers were also inquiring as to possible British agencies.

From New Zealand comes the report of the successful tour of British motor vehicles from Wellington, thirty vehicles taking part in the procession, which visited 40 towns before concluding with a great public meeting at Wellington. Great things were expected of the tour but it appears to have been even more successful than had been hoped. The procession was publicly received by respective Mayors, public meetings were held, and concrete evidence of the interest aroused is afforded by the number of serious requests received for further information of the various vehicles which took part.

Following upon this news comes information that the City Council of Wanganui, in replacing their fleet of motor vehicles, has decided to purchase British Cars and lorries exclusively.

The position was summed up by Sir H. Austin, the Chairman of the Society of Motor Manufacturers and Traders at the Annual Meeting of that Section held recently. Speaking of the past, he said:

It was inevitable, after the War, that the efforts of the Motor Industry should have been concentrated on the Home Market. Certainly no hope existed of any sound extension of our market overseas until the output for home consumption reached a sufficient volume.

To-day, we see branches of various foreign corporations concentrating their attention upon employing more and more British material in their products—a tendency which we may well encourage and applaud.

We have begun to see, particularly in certain Empire markets, a natural demand for our products. Substantial agents, formerly impossible to find, are beginning to inquire for British lines. Such a tendency has undoubtedly been accelerated by the direct and indirect results of the American financial crisis, the overloading of certain distributors, and the serious fall in stock values.

Whatever may be our difficulties in the future, we as an industry, can say that with few exceptions here and abroad, stocks of British cars and trucks are not comparatively excessive, our distributors in comparison with those of some of our foreign competitors, have a greater confidence, and in spite of general economic conditions we may see in certain Empire markets that the tide has definitely turned.

Of the future, Sir Herbert said, "We can thus look to the future with a growing appreciation that there is nothing fundamentally wrong in British Motor design; that a certain measure of stability exists in our home market; that a real start has been made in some of our Empire markets, and that, if we can reduce our export prices to a minimum, a market exists within our Empire alone at least as large as that in our own country."

"The success of the Motor Industry here depends more than any other on an increased spending power of our population. We cannot, as a young industry, afford to leave semi-political developments to take their own course."

"In the gradual evolution of Empire economic unity, I feel we should play our part."

### "PETROL ENGINE."

A new and third edition of the popular handbook, "The Petrol Engine," has been issued. It has been fully revised and re-illustrated. It covers the principles and applications of the modern petrol engine to cars, commercial vehicles, motor-cycles, motor boats, aircraft and electric lighting sets, all these sections being extensively illustrated.

The book will be found useful to the general reader who wishes to keep in touch with all modern applications of the petrol engine, and the motor mechanic and engineering student will find it equally useful.

The new and third edition of "The Petrol Engine" is obtainable from all principal booksellers and book-stalls—price 3s. 6d. net or 3s. 10d. by post from the publishers, Temple Press Ltd., 5, 15, Rosebery Avenue, London, E.C.1.

### PARKING IN PARIS.

The liberty which Parisian motorists have enjoyed for so many years of leaving their cars unattended for any length of time in any of the city streets has now been withdrawn by order of the Prefect. In a central district around the Opera, the Gare St. Lazare, and the Madeleine it is not permitted to leave cars unattended between 9 a.m. and noon from 2 to 7 p.m. An inadequate number of parking stations, has been provided, some of these being free and others calling for a payment per hour, per day, or per year, the matter being left entirely to the choice of the motorist.

Such a change has not been effected without friction and a con-

siderable number of protests, which do not all come from motorists. Business firms, and particularly the proprietors of fashionable tea shops, have discovered that business has dropped off now that their clients are not allowed to drive up in their cars. The attitude of most motorists is that if it is necessary to limit the length of time during which their cars can be left on the streets, a sufficient number of parking stations should be provided, and that all these should be free.

A contract has been signed between the city and a private company whereby the latter has the right to charge a certain fee for taking care of motor vehicles on the public parking places. It is sought to justify this fee by the fact that the cars are protected against theft, but this argument fails to convince Parisian motorists, who point out that their cars are usually insured against theft, and that for years they have been left without any guardian.

Large numbers of trade associations are protesting strongly against the parking fee as an additional charge on the motorist, while one body is attacking the legality of the measure imposed. In two cases already the higher courts have decided that municipalities have no legal right to exact a fee from owners who leave their cars unattended on the highway. If Paris succeeds in maintaining its paid parks, it is almost certain that every town and village throughout the country, whether or not it is faced with traffic congestion, will seize on this means of adding to its revenue.

In the meantime it must be admitted that traffic congestion has somewhat decreased in the city of Paris, but this doubtless is due to the fact that motorists prefer to leave their cars at home, rather than to quarrel with the police.—W.F.B. in the Autocar.

## TIME TO RETIRE

OBTAIN THE

NEW

**AIR-FLIGHT**

PRINCIPLE TIRES

THE TIRE

YOU CAN

DEPEND UPON.



# FISK

means more mileage

OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors:—

**GILMAN & CO.,**

Tel. 28011.

4a, Des Voeux Road C.

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## RECKLESS OWNERS.

## Insurance Rates Increased.

Are drivers of small motor-cars more careless or reckless than drivers of large vehicles?

According to insurance experts they are; and in confirmation of this the premiums on a number of small car insurance policies effected at Lloyd's have just been raised.

The premiums on all risk policies for 7-h.p. cars have been increased from £9 10s. to £10 10s. and on 9-h.p. cars from £10 to £11 10s.

The tariff companies, some time ago, raised their small car premiums for the same reason as that now advanced at Lloyd's, namely, the greater carelessness of the small car owner.

An official of a firm of Lloyd's insurance brokers said: "The increases are based on actuarial facts. Small car owners are becoming a far greater risk from the insurance point of view than owners of large vehicles."

"This is due probably to the fact that more beginners start their motoring careers on small cars than on large cars."

"It has nothing to do with the safety of the vehicles themselves. The modern small motor-car is as safe to drive as the largest and most luxurious vehicles."

## LUXURY TOURING.

The standard to which the modern motor coach has attained is well illustrated by the A.E.C. 95 h.p. "Regal" 30-seater, in every respect a coach-de-luxe recently supplied to an important operator.

Its smart exterior is a criterion of what may be found inside. The decorative scheme is brown with a beige waist line panel and cream headings. Low lines give the coach an unmistakable grace and this is helped by the very unusual full cab over the engine. Even the roof receptacle for the accommodation of one ton of luggage is constructed so that it in no wise detracts from the general appearance.

The interior offers passengers a degree of comfort for long distance travel which leaves no room for criticism. Figured moquette and brown leather has been used for the seats which are high backed and afford ample leg room. A feature of all the double seats is that the ends are made to slide outwards several inches after passengers are seated, thus providing additional welcome room.

All the windows are adjustable, several being fitted with glass louvres, and there are also air-vapour appliances for the purpose of additional ventilation. The roof itself is of the "Sunsaloon" type. The interior fittings—many chromium plated—include sturdy luggage racks capable of holding heavy suitcases, twelve electric lights, a mirror, etc.

ENJOY  
YOUR  
HOLIDAY  
TOURING  
THIS  
SUMMER  
ON

The Unapproachable  
**Norton**  
REGD. TRADE MARK

It will bring you to the choicest spots in the shortest possible time, with comfortable and safe riding.

Easy payment arranged

**SINCERE'S**  
SOLE AGENTS

FOR A RELIABLE  
OVERHAUL

## FIAT GARAGE

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Tel. 24821

## NEWS UP TO DATE.

## How the Motor Van Helps.

Newspapers are of the nature of perishable goods. From the point of view of the retailer the daily paper is an almost unsaleable article after 9 a.m.; indeed, copies left on his hands at the early hour of 8 a.m. sell but slowly by comparison with the rate of distribution, from door to door, between 6.30 and 8 o'clock.

The transport of morning and evening papers is a specialized, urgent and most interesting undertaking, says The Commercial Motor, and one which depends, nowadays, very largely upon the absolute reliability of fleets of motorvans. Retail newsgents, station bookstalls and street-corner newsvendors are scattered throughout the country by the thousand, some handling small numbers and others large quantities of papers every day of the week throughout the year.

To supply them wholesale newsgents are essential, because it is worth their while to handle all the requirements of individual retailers, whereas publishers could not possibly afford to expect in special circumstances to deal with hundreds of small orders for daily copies of one newspaper.

The task of the wholesale concern, therefore, is to collect its aggregate daily requirements of each paper the minute it comes off the press, unpack and re-bundle the copies of all the different papers in fulfillment of the orders of the many separate retailers, and deliver them. It is a transport business conducted mainly at night and in a great hurry, with complete dismantling and reassembling of the many loads.

There must be great haste, but no bungling. Practically the entire work is done against the clock. When daily newspapers are held up awaiting late news, such as the result of a boxing match held late in the evening in America, or when a branch or a retailer telephones for extra supplies, the rush is augmented. One important London wholesaler in the Fleet Street area tells of an occasion recently when 10cwt. of one "daily" was received at 4.54 a.m. and was required to catch the 5.5 a.m. train from King's Cross Station to the provinces. The supplies were re-bundled and the train was caught—but without the unflinching service of a fast motorvan such a feat could never be attempted.

Generally speaking, the parcels are packed in sections, each section relating to one railway train or one delivery round. The labels are stuck on to the wrapping paper the previous day, and as the parcels are tied they are quickly put on a truck and run out to the waiting vehicle. To prevent confusion it is sometimes arranged that incoming supplies from publishers are unloaded at one side of a building, outgoing parcels for retailers being loaded at a bay on the opposite side.

Scrupulous maintenance of the vehicles is indispensable, especially as some vans are kept at work night and day, being operated by double crews. The vans are, in turn, taken out of service for mechanical attention and complete overhaul, and there must always be spare vehicles ready to take the place of any that may suddenly have to be withdrawn from duty. With modern mechanical excellence and modern skill in handling, breakdowns are fortunately few.

One of the greatest difficulties, felt severely in suburban delivery work, which the wholesalers have had to face in the past five or six years has been the growth in the size of the individual newspapers. Many have doubled in bulk and weight. It would not meet the case to use larger vehicles, each continuing to serve the original round, for the handling of the extra quantity of papers at each stop would retard the deliveries. So two of the standard vans have to work where one served previously, and the round is divided between them. This means a great increase in expenses, amounting at times to a definite loss to the wholesaler even as it does to the retailer, who must now send two boys out on the door-to-door round where one could, in the old days, carry all the papers.

Needless to say, wholesale newsgents do not handle daily papers alone. They have weekly and monthly periodicals to deal with, and these, together with books and very often other articles such as stationery and even tobacco, keep their vans occupied in the daytime. On the whole it may be said that "dailies" constitute about a half of the daily transport work.

In the matter of weekly journals, again, there is a serious difficulty. In England, particularly among the London publications, there are far more weekly journals published on Thursdays and Fridays than on other days of the week. Some distributors have to handle, on Thursdays nearly double the regular tonnage. This irregularity of the

## CONQUESTS.

## Gruelling Test of Guy Model.

A Press report on a gruelling test of the Guy "Conquest" model brought out in bold relief the outstanding performance which this vehicle is capable of putting up under the most severe weather and road conditions. The report shows how the bus carried 32 passengers up a gradient of 1 in 4 1/4, having negotiated narrow lanes where cart ruts and pools of mud took the place of hard roads. It stated that the bus maintained a steady 50 m.p.h. on hard roads; increased its speed from 23 m.p.h. to 40 m.p.h. on a severe gradient, accelerated from 0 to 30 m.p.h. on top gear only in 18 seconds, and was brought to a standstill from 40 m.p.h. in 4 seconds.

As a matter of interest it may be mentioned that the "Conquest" bus is in the service of many of the largest Municipal Corporations and Bus Companies in Great Britain.

Letters to the Editors of papers in the South Wales district state how impressed the writers are by the new fleet of 22 Guy single deck "Conquest" buses which are being put into service in that district. This new fleet of buses—a repeat order from The Western Welsh Omnibus Company—has been put into service on 18 mile routes where stops are not so frequent as on the town bus service, but the ubiquitous "Conquest" is suitable for all kinds of bus and coaching service.

Again the Guy order book shows that a large number of orders and repeat orders have been received for various types of Guy vehicles from many important users, including, amongst others, the Belfast Omnibus Company; Crown Agents for the Colonies; Great Western Railway Company; National Omnibus Company; Royal Automobile Club; Republic Motor Company, Hong Kong; Shell-Mex Ltd.; Sheffield Corporation; Southampton Corporation.

Latter half of the week is counter-balanced so far as possible by delivering such material as books and stationery between Monday and Wednesday.

Fortunately, the publishing dates of monthly journals are spread out more evenly over their period and, of course, their aggregate tonnage is not nearly so great.

Considering transport as a cost factor, it is at once understood that it represents a far larger percentage of turnover on a daily paper, costing 1d. or 2d., than it does on a book, weighing little, if any more, but selling at 1s., 2s. 6d., or even 7s. 6d.

Another task that is undertaken by the wholesaler's fleet of motors is the collection of "returns," practically all morning, evening and weekly papers being distributed on a sale-or-return basis, although some publishers limit the proportion of returns. Their collection is usually arranged to take place on certain days of the week when the vans may be working comparatively lightly on the delivery of periodicals, etc.

The biggest wholesalers, such as W. H. Smith & Son, Ltd., maintain several provincial branch organizations, and in that case the rail carriage of newspapers from the town of publication is supplemented by motorvan services at the terminal, this necessitating the maintenance of separate motor fleets. In the case of the company mentioned, there are more than 40 branches, each controlling a separate area. Last year the London fleet alone of this company covered half a million vehicle-miles in the metropolitan area between 3.30 and 6 o'clock in the mornings.

It is of value to consider the types of vehicle used. Their capacity ranges from 7 cwt. to about two tons. Features of design that are desirable are low loading line, short wheelbase, good steering lock, to permit negotiation of awkward yards, and the largest floor space possible, so that the driver or mate can lay out his loads. For the larger types adequate head-room, to allow a man to stand up inside the van, is wanted, because some of the bundles are too heavy to handle when in a cramped position.

If there be one feature of those enumerated which we would repeat it is a good steering lock. An instance is known of the rejection by a big wholesale newsgent of a type of vehicle simply because of its being too slow in turning in confined spaces.

For all but the heaviest vans used by newsgents, pneumatic tyres are standardized, and as the needs of the business are demanding each year slightly higher average speeds the use of solid tyres is dying out altogether.

There is still a number of horses employed for the collection of small parcels of periodicals, etc. from publishers' offices, where some delay is anticipated, although motorvans are replacing them.

## SEVERE TESTING.

## Crossley Six-Wheelers' Success.

Since the Prince of Wales has proved the value of the six-wheeler shooting-brake in South Africa, says the Sketch (London), there has been a greater demand for these British cars from all parts of the world. Fortunately, in the moors surrounding the Cheshire and Derbyshire borderland there exist conditions severe enough to try every feature of these types of chassis. It is here, for instance, that the Crossley six-wheelers have to cross ditches both directly and at an angle, to climb out of deep holes, and to ascend a gradient of 1 in 2, as well as plough through loose sand, mud, and swamps. For India and other tropical climates, special tests are applied to the cooling system of these engines. The latter have to run on the bench without overheating when the air in the room and the initial water temperature are 100 deg. Fahr. During the arduous tests on the moors, the radiators are blanked off by boards, and other specific tests are used to determine the standard of performance and endurance of all the vital components of the chassis.

Consequently, these 30-70-h.p. four-cylinder Crossley six-wheelers are essentially "go-anywhere" vehicles. On main roads they can attain a speed of 45 miles an hour carrying a load of three tons, yet without alteration, except the addition of special tracks to the rear wheels (which form part of the standard equipment), can also safely travel through bogs, sand, and steep gradients where roads are non-existent.

His Majesty the King has one of these chassis in service fitted with an open touring body. Others, mounted with appropriate forms of coachwork, are used for hunters of big game, by the War Office, the Air Ministry, the India Office, the Trans-Jordan and the Hungarian Governments. Also, a repeat order has recently been received for Crossley six-wheelers fitted with special bodies for carrying the electrical equipment used in connection with the Totalisator, from the Race-course Betting Control Board.

## SIGHTLY FACTORIES.

At the present time efforts are being made in Great Britain to prevent the countryside being spoilt by the erection of unsightly advertising devices, but few people appear to have turned their attention to the improvement of towns. There is no denying that factories were often hideously ugly and that the repellent nature of their appearance must, of necessity, have had its effect upon the unfortunate who lived in the vicinity.

A contrast however may be found in the vast Birmingham works of Singer & Co., Ltd. The buildings themselves are by no means unpleasant to the eye; for they are of modern construction and stand well back from the road. But the manufacturers have not left the matter at that, for they have laid out the front with delightfully fresh looking lawns and ornamental trees, up to the point where it meets the pavement. The result is that the factory itself is dominated by a park-like frontage, providing a pleasant relief from the drab appearance usually found in town areas. This is also improved, rather than spoiled, by the novel display of advertisements of the Company's products in the background.

## SINGER ON A FAMOUS HILL.

One of the most famous test hills in North Wales is a track near Prestatyn called Penrallt Hill. This acclivity is only just wide enough for a car to go up it and has a gradient of 1 in 3, with a surface composed of loose shale. As may be expected, it is seldom used by motorists; indeed, it is stated that until this year it had only been climbed on two occasions, and that each car which climbed it employed a special low gear of approximately 23 to 1.

At the present time several Singer Light Six saloons are touring Great Britain, giving demonstration runs, etc., from dealers' premises. The driver of the car in North Wales was asked if he would like to try a hill which would tell his car and being confident that no such hill existed, he accepted readily.

The low gear of the Singer was the standard 18 to 1—nearly twice as high as the ratios of the cars which had already climbed Penrallt Hill. The Singer nevertheless tackled it easily, and to show the abundance of reserve power, the driver stopped on the steepest stretch and restarted without difficulty.

## WOLSELEY WITH PRINCE.

In December last Wolseley Motors (1927), Ltd., were honoured with a command from the Prince of Wales to supply Wolseley cars for his safari in East Africa. A fleet of seven 21-60 h.p. touring cars and saloons was despatched to his headquarters at Nairobi early this year, and the following cablegram has been received from the company's representative:—

"On conclusion of H.R.H. the Prince of Wales' hunting tour of Kenya, Tanganyika, Uganda, Sudan, and Belgian Congo, am pleased to inform you the fleet of seven 21-60 h.p. saloons and touring cars employed have behaved splendidly. Road conditions proved abnormally severe in parts, as many hundreds of miles of trackless bush were traversed. In spite of extremely rough usage there has been no instance of involuntary stop due to mechanical trouble, and all cars are in excellent condition to-day, after approximately thirty thousand car miles. Cars were fitted with fine mesh grass-seed-resisting screens completely masking radiator, and exhibited no signs of overheating under severest temperature conditions."

This speaks well of British cars' behaviour under the most trying of overseas conditions, and the Prince's faith in his choice of British cars is likely to be followed by many overseas motorists.—Export Trader.

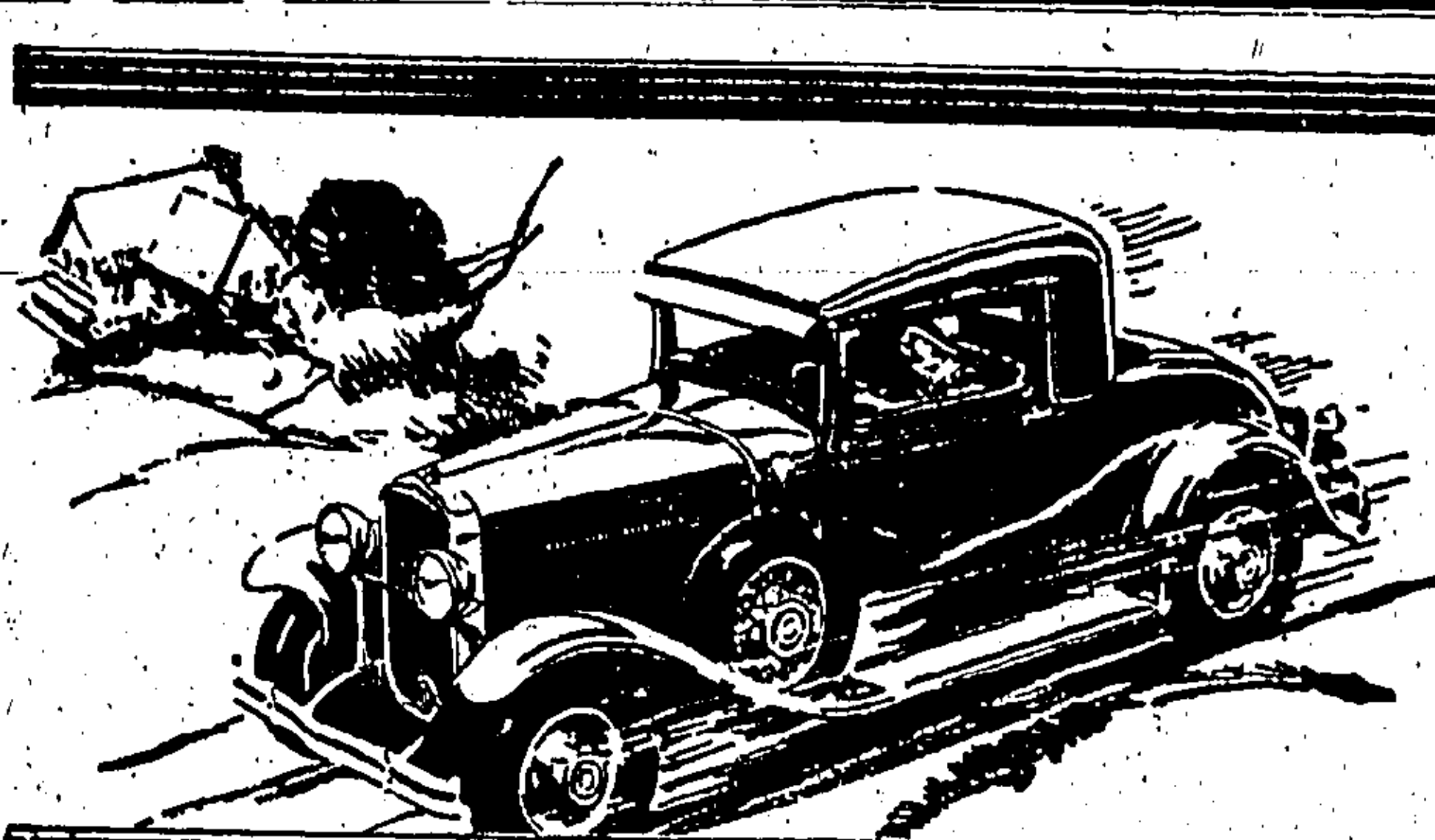
## CARRACCIOLA'S VICTORY.

London, July 20. Carracciola, aged twenty-six and son of a German millionaire, driving a Mercedes Benz, has won the Irish International Motor Grand Prix at Phoenix Park, Dublin. The race was won in heavy rain over a distance of over 800 miles, which Carracciola covered in 8 hrs. 23 min. 24 sec.

The 4 1/2 mile course was perilously wet and Carracciola's speed provided the spectators with continuous hair-raising thrills. Many rose in their seats and stood aghast when once he skidded and turned round five times, but his foot still pressed the accelerator.

The Italian motorist, Campari, was second and the following three Britons, namely, Earl Howe, Captain Birkin and Malcolm Campbell, were third, fourth and fifth, respectively.

Nineteen of the world's fastest cars completed. Rugby, July 19. The first of the two Irish International Grand Prix automobile road races at Dublin to-day was won by Victor Gillingham in a Riley. Captain Walter in an Austin was second.



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**Marquette**



"A Great Performer" the Marquette is being hailed, the nation over. Never before in a car of moderate price have there been such acceleration, speed, control, handling ease, roadability, flexibility, balance! Only Buick could offer such performance. In Marquette you get an engine of remarkably large displacement. You get speed that holds an honest 68 or 70 miles an hour with unequaled ease, steadiness and security. You get acceleration of from 10 to 60 miles an hour in high gear in 31 seconds.

And this great new car introduces many more unusual features: Beautiful Fisher bodies. Exclusive new upholstery proofed against water, dust and wear. Dustproof tilt-ray headlights. An exclusive new sloping non-glare windshield. Four Lovejoy hydraulic shock absorbers. Easy-acting, completely enclosed brakes. The Marquette is easy to own on the liberal G.M.A.C. terms. Come in and see this complete car. Take the wheel and learn the thrill of Marquette performance.

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## BUYERS' GUIDE

## MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilmann & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

## MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilmann & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

## MOTOR CYCLES.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27107.  
B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

## MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.  
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

## TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 66226.  
FISK TYRES.—Gilmann & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.  
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.  
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
WILLARD BATTERIES.—Gilmann & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.





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# The China Mail

Thursday, August 21, 1930.  
Intercalary Moon, 27th Day.

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HONG KONG, THURSDAY, AUGUST 21, 1930.

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"TRUCER" 12th Sept. For Victoria, Vancouver & Seattle

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"RHEXENOR" Sails 22nd Aug. For S'hai, H'kai, Cebu, Manila,  
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**INWARD SERVICE.**  
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"ANTOLYUS" Due 30th Aug. For S'hai, Moji, Kobe and Y'hamo

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TO-DAY TO SATURDAY  
Daily at 2.15, 5.10, 7.15 & 9.20 p.m.  
THE SCREEN'S MOST LOVABLE LOVERS!



### Illusion

CHARLES (BUD) NANCY  
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A Paramount Picture

### NEXT CHANGE

William Powell, Richard Arlen, Fay Wray  
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### "THE FOUR FEATHERS"

Action-Adventure Thriller-Spectacle  
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By the makers of "Chang"  
Paramount's New Sensation!  
Booking at Anderson's and at the Theatre (Telephone 25720)

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No. Wyndham Street, Hong Kong.

### MR. C. EARNSHAW.

#### SUDDEN DEATH IN HOSPITAL.

#### A WELL-KNOWN FIGURE.

We regret to report the death of Mr. Claude Earnshaw, manager of the Palace Hotel, Kowloon, which occurred very suddenly in the Kowloon Hospital yesterday. Mr. Earnshaw had complained of feeling unwell in the morning, and entered the hospital, but passed away in the evening.

A native of Kent, Mr. Earnshaw, together with his brother, Reginald, came to Hong Kong in 1919 to join the Police Force. Later, both left the Force, and Claude was for some time on the outside staff of the *Sunday Herald*. He had been connected with the Palace Hotel for about six years.

Mr. Earnshaw, for some time after his arrival, was a prominent local athlete, being an Interport carman, and a playing member of the Kowloon Cricket Club.

The funeral will pass the Monument this evening at 5 o'clock.

It will be recalled that Mr. Reggie Earnshaw, the other brother, met his death in tragic circumstances when attempting a parachute descent from a plane piloted by Mr. Harry Abbott, over Kowloon Bay in 1925.

#### FORGED NOTES.

#### CHINESE CHARGED WITH POSSESSION.

A Chinese appeared before Mr. H. R. Butters at the Central Magistracy this morning charged with the possession of 22 forged Straits Settlements \$1 notes, and one forged \$10 Hong Kong and Shanghai Bank note. The arrest was effected in Graham Street on August 10.

Accused was represented by Mr. T. G. Bennett, and after the hearing of the formal charge, a remand was granted until Tuesday next, bail being fixed at \$5,000.

#### DEATH BY OPIUM.

A young girl named Lai Chu-ha, aged 19 years, died in the Government Civil Hospital last night from the effects of opium poisoning, believed to be self-administered. She was discovered in a cubicle on the second floor of 52, Catchick Road, by her mother, and was at once taken away, but died about two hours after admission.

### MINISTER'S ROMANCE.

#### Sir E. Ovey Married to French Widow.

#### CEREMONY IN PARIS.

Paris, Yesterday.

Sir Esmond Ovey, K.C.M.G., British Ambassador to Moscow, was married to-day to Madame Barrios, a lady of French birth, and the widow of Dr. Benjamin Barrios, K.B.E., a Mexican diplomat and Attache to the Mexican Legation in London in 1908.—*Reuter*.

[Sir Esmond Ovey was born in July, 1879, the son of the late Richard Ovey, of Oxfordshire, and Mrs. Ovey, Streatly-on-Thames. Educated at Eton College and abroad, he was appointed an Attache in 1902, and sent to Tangier in 1904, but did not proceed there immediately, first being despatched to Stockholm. In 1905 he was made a Third Secretary and was transferred to Paris in 1906. He was created Second Secretary in 1908-15, and also served in Florida, Cuba, and Jamaica, whilst from 1925-29 he was H.B.M. Minister to Mexico. In 1909 he was married to Blanche Willis, daughter of the late Rear-Admiral W. H. Emory, U.S. Navy. Before her first marriage, Madame Barrios was known as Mlle. Vignat de Guerola.]

#### ASTRONOMER DEAD.

#### PROFESSOR TURNER OF OXFORD UNIVERSITY.

#### ASSISTANT AT GREENWICH.

Stockholm, Yesterday.

Dr. Herbert Hall Turner, F.R.S., D.Sc., Professor of Astronomy at Oxford University since 1893, died here to-day. He was 69 years of age.—*Reuter*.

[Dr. Turner was Savilian Professor of Astronomy at Oxford and a former President of the Royal Astronomical Society. Educated at Clifton and Trinity College, Cambridge, he was one of the General Secretaries of the British Association from 1913-22, and President of the Seismology Section of the International Geophysical Union, Rome, in 1922. For many years he was Chief Assistant at the Royal Observatory, Greenwich, and published a number of scientific works, mostly dealing with astronomy. He leaves a widow and one daughter.]

### DROUGHT RELIEF.

#### FINANCIAL PROGRAMME TO BE MAPPED OUT.

#### BANKERS TO CONFER.

Washington, Yesterday.

A meeting of the banking representatives on the State Relief Committee has been called for Tuesday to map out a definite financial programme for drought relief work.

Mr. Hyde, Secretary of Agriculture and head of President Hoover's National Drought Relief Committee, stated that \$800,000 of the original \$6,000,000 fund were available for seed loans in Virginia, Ohio, Indiana, Missouri, and Montana.

The Relief Committee includes Mr. Legge, of the Federal Farm Board, Mr. Young, of the Federal Reserve Board, Mr. J. B. Payne, Chairman of the American Red Cross, and Mr. Ogden Mills, Under-Secretary of the Treasury.—*Reuter's American Service*.

#### C.E. RAILWAY.

#### CHINA INVITES AMERICAN CAPITAL.

#### TO PAY RUSSIANS.

Berlin, Yesterday.

A group of American financiers, as well as representatives of the Soviet Government and of the Russo-Asiatic Bank, are negotiating regarding the future of the Chinese Eastern Railway.

It is reported here that the conflict between the Manchurian and Soviet Governments regarding the Russian railway concession has not yet been settled. The Chinese are obviously unable to raise from their own resources the capital to pay the Russians the sums invested in the railway, when the Russian lease expires in 1933, therefore they have invited American capital to come to the rescue.—*Reuter*.

#### ATLANTIC SPEEDS.

#### MAURETANIA CROSSES IN FIVE DAYS.

#### AVERAGE OF 25 KNOTS.

Rugby, Yesterday.

The s.s. Mauretania, which arrived at Plymouth yesterday, made her quickest passage this year, taking only 24 minutes over five days. Her average speed had been 25.72 knots.—*British Wireless Service*.

## AMUSEMENTS

### DAMES AHOY!



with GLENN TRYON

Otto Harlan, Gertrude Astor, Eddie Gribbon, Helen Wright. Story by Sherman Lowe. Directed by W. J. Craft. Presented by CARL LAMMLE.

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AT THE **WORLD** Dolores Costello—Conrad Nagel  
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TO-DAY TO SATURDAY. At 2.30, 5.15, 7.15 & 9.20  
(Interpreter at all performances)

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AT 5.30 & 9.20.

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press AND public  
OFFICIALS  
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greatest TALKIE  
yet made is METRO-  
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new SENSATION—



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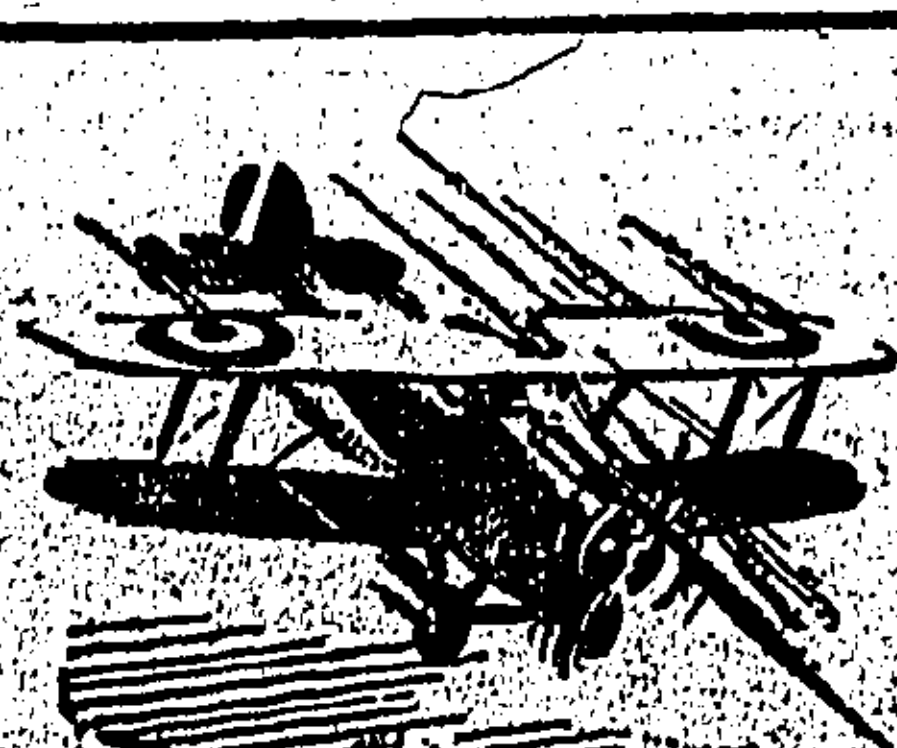
**SHEARER**  
THE DIVORCEE  
with CONRAD NAGEL—ROBERT MONTGOMERY  
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